

SENATOR TO
BE ELECTED
ON APRIL 2GOVERNOR PHILIPP HAS ISSUED
PROCLAMATION—PRIMARY
WILL BE HELD ON
MARCH 19.

MANY AFTER OFFICE

Comes as a Complete Surprise—Followers
Were Certain That He
Would Let the Matter Rest
Until November.

Madison, Wis., Feb. 23.—A United States senator to fill the vacancy caused by the death of Senator Paul Husting will be elected in Wisconsin on April 2, pursuant to a call issued by Governor Philipp last night. The primary will be held on March 19. Accompanying the legislative call Governor Philipp made public a statement saying that he was acquiescing in the will of the legislature, which had passed a resolution that a combined vote of 2 to 27 in favor of election this spring.

The Governor declares that he would not have called the election had the resolution failed by a substantial vote. The call last night came as a complete surprise, it being generally understood in legislative circles that Governor Philipp would let the matter go over until the November election.

That there will be upwards of half a dozen candidates in the primary on the republican ticket seems almost probable. The name of Senator Platt Whitman of Highland and Max G. Jeffries, Janesville, have been mentioned in legislative circles today as probable conservative republican candidates. James Thompson of La Crosse and Lieut. Governor E. F. Dittmar, Baraboo, are mentioned as possible La Follette republican candidates. There is also a probability that Francis J. McGovern, Milwaukee, may enter the field.

There will be only one democratic candidate, Joseph E. Davies, a member of the federal trade commission in Washington and a former law partner of John A. Altyard, Madison. The socialists will probably put a candidate in the field, either Victor L. Berger or Maer Hoan, Milwaukee.

In a statement Governor Philipp says that this is the earliest date at which the special election could be called in time for the spring election. It was the spring election that was favored by Senator La Follette in a signed public statement issued about a month ago.

Governor Philipp says that he is still of the opinion that a special election should not be called, but he bows to the will of the legislature.

"I did not wish a mistake to be made here in the selection of a successor that would embarrass the national administration at this time or place the people in any false light by placing the country and the soldiers and sailors who have gone to war from this state," declared Governor Philipp. "A vicious campaign, however, has been carried on in this state against giving me the power of appointment and when the legislature assembled it promptly rejected a bill which I presented to the assembly. Notwithstanding the fact that a similar power has been given to the governors of thirty-four states of the union."

Governor Philipp then recites the fact that the assembly by vote of 38 to 10 passed a resolution in favor of the spring election and that while the senate defeated the plan by a vote of 17 to 13 the combined vote was still 54 to 27 in favor of the call.

"I feel morally bound to recognize this at once," declared the Governor, "as an order upon me by the people to call an election and I have done so this day. I will state frankly that I would not have called this election if the resolution had failed by a substantial vote. The responsibility for this election rests with the political propagandists who carried on a campaign for it. This is the force, no doubt, that compelled the legislature to take the action that it did. However, I declare again that I would not have called this election if the resolution had failed by a substantial vote."

Governor Philipp says that he hopes that a much more liberal standard as Congressman Lenroot, whom he had in mind for the appointment, will be selected.

He declared that he never offered the position to Lenroot because the legislature had given him the power to appoint and that in justice to Congressman Lenroot he should make it clear that the refusal "on the part of the legislature to give me the power to appoint is no excuse a defeat for Mr. Lenroot."

"If the man who is selected does not measure up to Mr. Lenroot's standard," declares the Governor in conclusion, "I will be sure that the people who have brought about this result to apologize to the people."

GERMAN PRISONERS
CAPTURED IN RAID

[BY ASSOCIATED PRESS.]
London, Feb. 23.—A successful raid was carried out last night by Scottish troops in the neighborhood of Alton, near, says today's official reports, "We captured a few prisoners. Prisoners also were brought in by our patrol east of Wyntstone. The hostile artillery was active during the night in the neighborhood of Houshold forest."

French Advance.
Paris, Feb. 23.—French troops last night raided a German position north of the river and in the Champagne war office announced today. Prisoners and other war material were brought back by the French.

Advance in Russia.
Berlin, Feb. 23.—The new invasion of Russian territory, the German forces have reached Walk in Livonia, 60 miles northeast of Riga, announces today's German staff by telegram.

McGovern Will Run
For U. S. Senator On
Patriotic Platform

[BY ASSOCIATED PRESS.]
Milwaukee, Feb. 23.—Former Governor Francis E. McGovern today announced his candidacy for the United States Senator in the following formal statement:

"In response to numerous requests from almost every part of the state I have decided to become a candidate for the republican nomination to the office of United States senator at the special election primarily to be held March 19 on the paramount and vital issue of patriotic support of our president and government in vigorous prosecution of the present war to a righteous and lasting peace."

HAVE MANUFACTURED
700,000 RIFLES IN
U. S. IN TEN MONTHS

[BY ASSOCIATED PRESS.]
Washington, Feb. 23.—700,000 army rifles have been produced in the United States since the country entered the war, according to a statement made today by the Ordnance Bureau of the War Department. During the week ending Feb. 8 the daily production was 7,805 Enfield and 14,442 Springfield or a total of 9,247 rifles. In addition the government received 13,115 Russian army rifles during the week making the total output of rifles or 72,163 weapons of this class. This production of this class of arms is the greatest ever achieved by any country in a similar period of 10 months. It is four times greater than the British output after ten months of war and twice as large as the British output after 24 years of war.

We have today, the statement says, a total of 1,300,000.

HARRY WILLIAMS IS
NOW SAFE IN FRANCE

Mr. and Mrs. Lynn Williams of Racine Street Have Just Received
Word of Their Son's Safe
Arrival

"Safe in France and feeling fine," writes Harry R. Williams, a former local boy and the son of Mr. and Mrs. Lynn Williams of 300 Racine street. He is a member of the 107th Signal Battalion Company "B" and

the first letter he has written from France was received only a few days ago, and gave his parents much relief. He thought he was about the Tuscan when it was torpedoed.

Young Williams has many friends in this city and Edgerton. He began work for the Western Union Telegraph company several years ago and after two years' study of telegraphy took the position of operator at Edgerton. He worked up to the time of his enlistment.

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MORE TREACHERY OF
GERMAN AUTOCRACY
TOLD BY COUNTESS

[BY INTERNATIONAL NEWS.]
New York, Feb. 23.—Startling revelations concerning the inner workings of war-mad Prussia showing how for years before the war broke out the German autocracy schemed to overthrow the United States are in the possession of the Countess Alda von Krocknow, American-born, now the widow of a German count. The countess was exiled from Germany because of her scathing criticism and frank opposition to the views of the Pan Germanist unifiers, to which group her husband belonged.

Countess von Krocknow, in preparing her memoirs, contained in forty-two carefully kept diaries, to the American public before long. Some of her experiences in fighting and ruling from the military clique dominating Germany she will tell tonight, when she will speak at a meeting arranged for the purpose of securing a message of democracy to the German people by the friends of German Democracy, No. 23 Union Square, an organization aiming to help the German people to overthrow the Kaiser, and of which she is a member.

Although she has been back in the United States for some time, the countess has managed, through the underground sources she keeps in touch with the machinery of the dynastic rulers of Germany.

Just how powerful and widespread the secret agents of unkindness have always been in Germany, she keeps in touch with the countess' exiling. Always arrayed on the side opposing the military caste, the countess wrote an article exposing some of the secret agents of unkindness in an American magazine. It was published under an assumed name. Nevertheless, after months of espionage, she was ordered and compelled to leave Germany. The countess declared in an interview here today:

"I was the only member of the immediate court who espoused the cause of America. In all the time that I was in Berlin I found a bitterness toward the United States among the ruling circles and among the people. I had many disagreements with my husband."

"I always dared to speak my mind freely. I was always was outspoken in my convictions against the lust of power and domination so evident in the upper circles of the court."

"Even on those occasions when the Kaiser rebuffed me, I refused to be muzzled and exerted my right to free speech. I first met the Kaiser when he was Prince Wilhelm, a former local boy and the son of Mr. and Mrs. Lynn Williams of 300 Racine street. He is a member of the 107th Signal Battalion Company "B" and

the first letter he has written from France was received only a few days ago, and gave his parents much relief. He thought he was about the Tuscan when it was torpedoed.

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BOLSHEVIKI
TO PREVENT
HUN DRIVEPEACE NEGOTIATIONS WILL NOT
BE RESUMED BY GERMANS
—ADVANCE INTO RUSSIA IS IMPEDED.

HUNS NEARING KIEV

Dr. Von Kuehlmann is Reported To
Be on the Way to Bucharest
To Discuss Peace With
Roumania.

Peace negotiations with the Russians will not be resumed immediately by the Germans and guerrilla warfare probably will be instituted by the Bolsheviki to impede the German advance which apparently is not moving as quickly as in the first days of the week. The Germans, however, are meeting little resistance on the long line and Austrian and Ukrainian troops are approaching Kiev.

It is announced officially from Berlin that Dr. Von Kuehlmann, foreign secretary has gone to Bucharest to discuss peace with Roumanian Embassy. Therefore, the assumption of peace negotiations with the Bolsheviki is postponed. Leon Trotsky, Bolsheviki foreign minister is reported to have left Petrograd for Divinsk to seek early conference with German.

Half Hearted Fighting
Bolsheviki resistance seemingly depends on whether the Germans will accept readily the capitulation of the Government. It is apparent however, that the German with the Roumanian negotiation with an excuse are going forward. The Germans are pushing their campaign in the provinces before them. The Russian war machine is moving east and north of Divinsk and along Gulf of Finland the Germans have advanced farther than the south, where east of the Trinitas are nearing the city of Moscow. The Russian commander of the Trinitas suffered serious retreat while retreating from Moscow.

Forces Demoralized.
With the regularized Bolsheviki forces are placing their faith in the Red Guard and Garilla warfare. The inhabitants of invaded districts from the Russian command are suffering from the Russian command advancing in detachments of 100 to 200 men and not in regimental units.

On West Front
Except for artillery duels there is no fighting activity on Western front. On the American sector the bombardment of big guns continue. German raiders were disabled by American anti-aircraft fire. A temporary halt to the intense aerial activity. A trench mortar shell has caused the death of three American and the return of four others. The number of enemy airplanes, bringing their total for the last six days to nearly 100. There has been no let up in the intensity of German German air raids and other points.

Great Lakes, Feb. 23.—Roy J. Mason, a chief yeoman in the navy, justice of the peace at Waubesa, Ill., in civilian life, and co-sharer here of Jackies' troubles with Fayman, ob D (Daddy) is being known as the "marrying yeoman" of Great Lakes.

Still retaining his appointment as justice of the peace, the national yeoman Mason June last, has married an even two hundred Jackies at Great Lakes. Previous to enlisting Judge Mason had a reputation as a "marrying yeoman" of Great Lakes.

Soon after Mason enlisted, a friend also in service sought Mason's aid in getting married. Investigation was made and the German tanks, which were used in the marriage ceremony and he announced he would marry free any sailor or enlisted man desiring to wed.

Mason is in a position of special honor in the navy. He is a member of the Navy Relief Society of which Mrs. Moffett, wife of Captain W. A. Moffett, is president. Mason is a yeoman in the navy and is a yeoman officer to whom the Jackies go with their troubles and it is largely through his efforts that these troubles are ironed out.

Washington, Feb. 23.—While war department officials reiterate that no date has been definitely fixed for calling of the second draft for national indication, they are making every effort to time during the month of April or at latest early in May.

Such an estimate is based on now preparation for equipping and housing the men. It is no military secret that equipment and supplies for men of the second draft will be available soon after April 1 and the call for the second draft will be made by the end of the month.

The number of men to be called in the first increment has not been determined because the question of their training has not been disposed of. There will be room for some of them in camps and cantonments now occupied by troops and others may have to be provided. It is also possible some of the national guard camps may be used during the period. This phase of the subject is being given careful study but nothing is decided.

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Washington, Feb. 23.—While war department officials reiterate that no date has been definitely fixed for calling of the second draft for national indication, they are making every effort to time during the month of April or at latest early in May.

Such an estimate is based on now preparation for equipping and housing the men. It is no military secret that equipment and supplies for men of the second draft will be available soon after April 1 and the call for the second draft will be made by the end of the month.

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PAID ADVERTISEMENT

Written by and publication authorized by the Citizens' Committee of One Hundred and to be paid for at the rate of 50c per inch.

FRIENDS OF THE POOR

The speakers at the Opera House last night were full of love for the poor working man and told how they were fighting the fight of the rich against the poor. They said that the rich man's sons were not fighting in the trenches but the poor man's were.

That is the kind of "bunk" supposed to win working mens' votes. One of the opposition said this morning, "Of course it's bunk, but that the stuff that will win us this election".

It was a cheap and unworthy effort to arouse class prejudice. It was an insult to the intelligence of any man.

Will bunk and making false statements about figures win this election?

Are the working men fooled by this sudden sweet friendship of men who never were their friends before? Before the meeting the chairman refused to let our committee speak or answer anything. He said if we tried it we would be invited to step out. We were there, anxious to answer.

We invite the opposition to our meeting at the Apollo Theatre Monday night. We DARE them to come and tell such things as they did last night where they can be answered.

Their speaker claimed that the owners of river land had the right to build upon the bridge; that the city could not let them or prevent them. Yet they asked the commissioners in writing, on file with the city clerk, to let them build and were refused. More than that, THEY KNOW THAT THE COMMISSIONERS WILL NOT TAKE DOWN THAT BIG BRIDGE RAILING EVEN IF THEY BUILD.

You see what is behind this bunk about the poor working man? You see why they want friends who will give them favors at the City Hall. A council of aldermen can give them a permit to build and can take down that bridge railing. These owners are reputed to be among the wealthiest men in town.

The river is the peoples' highway. No man should be allowed to build in it any more than in a city street. The state law now makes buildings in it a PUBLIC NUISANCE. But these owners say that that law is too late for them.

Do you want buildings built upon the bridge ON LAND THAT PAYS NO TAXES, THAT PAID NO ASSESSMENTS FOR THE FINE BRIDGE THAT WILL BE THEIR STREET?

The committee of one hundred are not rich men, but they will not see buildings put upon the bridge without a fight. You can help in that fight now by not letting them pick aldermen WHO WILL GIVE YOUR RIGHTS AWAY.

When you vote, vote thus:

SAMPLE BALLOT HOW TO VOTE

"Shall the Commission Form of Government be Abandoned?"

To vote properly on the question mark a cross [X] in the square under the word "No".

YES

☐

NO

☒

Citizens Committee of One Hundred

Whose names were published in the Gazette of Thursday, February 14th.

The Janesville Daily Gazette

New Building. 200-204 East Milwaukee St.

Entered at the Postoffice at Janesville, Wisconsin, as Second-class Mail Matter.

MEMBER OF ASSOCIATED PRESS.

BUSINESS OFFICE OPEN SATURDAY EVENING.

OUR SATURDAY NIGHT.

A "Cop" came 'round the other day
And said "Old Scout, you'll have to pay,
'Upon your dog a license fee."
He took a dollar 'way from me.

A lady dressed in widow's weeds,
Told me of her dear husband's deeds;
She peddled collar buttons—Please,
"Help me," she said, "by buying these."

One time I bought an auto car—
"This little buzz cart is by far
The best o'er built," said salesman Bunk;
When run one month, I learned 'twas junk.

One day out at the County Fair,
I saw three shells, I said "This therel
The little pea is under that."
I bet my coin—they broke me flat.

A man told me that I could earn
A fortune if I'd only learn
The poultry biz—so in I went—
I quit that game without a cent.

The moral's this, "If you'd grow rich,
"Don't leave the main line at each switch;
"Keep what you get; add to the same;
"Don't bet upon another's game."

—Jas. M. Woodman.

There's more truth than poetry looked up in this little poem, as many people have discovered to their sorrow. "The other man's game" is usually an attractive game, and it often looks so easy that we go out behind the barn and kick ourselves for being a plodder.

There are two ways of making a living, in this world. One by our wits, the other by hard work and honest toil, with both hand and brain. The people who live by their wits represent but a small class of the world's workers, but they cover a wide field of endeavor, from the smooth promoter and gold brick vender, to the house-breaker and common burglar. The most successful operators sometimes land behind the bars.

The easy money which flows into the till of this class of workers, is sometimes a matter of envy, and we wonder why so many of us lack a witty brain, but the good Lord who endowed us, and equipped us for the journey of life, made no mistake in the allotment. We have all the burglars we need and are long on wit workers in every department.

The workshop of life is a busy workshop. It includes all sorts of industries and all kinds of occupations, so varied that it adapts itself to all classes of workers, and so flexible that it recognizes all degrees of ability, and provides for all manner of limitations.

The only thing demanded—and this is especially true today—is a willingness to work. The demand for labor is far in excess of the supply, and these conditions will prevail for an indefinite period.

When the contract was let for the cantonment at Little Rock, Arkansas, a laboring man on the street noticed an advertisement for one thousand carpenters. He threw down his shovel, walked into a hardware store, bought a saw and a hammer and applied for a job.

Asked if he was a carpenter he said, "Yes, I can do anything." So he was put to work nailing on paper board at liberal wages. After two weeks, when his hands were all skinned and his fingers pounded out of shape, he applied for another job. The contractor looked him over and said, "You ain't a carpenter, and I knew it when you went to work. What else can you do?" "Well," he said, "I might carry water." So he got a water job at good wages.

An amusing thing happened while this cantonment was under construction. The contractor was a wealthy southerner of broad experience, who donated his services to the government. He agreed to put up sixteen hundred buildings, 40 by 80, two-story, and have them ready to occupy in seventy-two days, and he did it, with five days to spare.

In the midst of the work, there appeared on the scene early one morning, a walking delegate, who said: "I understand that you carpenters are dissatisfied, and I am here to organize a union." The contractor looked at him in disgust, signalled some men and said, "Put this man in the guard house and keep him there until I have time to see him."

He was there for ten days, until finally the labor commissioner of the state appeared and pleaded for his release. The contractor said to the official, "This is government work and I am in government employ. This man is a government prisoner and he stays where he is until this work is completed, unless you want to take him out of the state and keep him out for the rest of the season." Which goes to show that at least one contractor understood his business, and knew how to deal with all kinds of men, including the agitator.

The times of course are abnormal, but there has been no time during the past decade when labor lacked employment to any large extent, and yet there are many dissatisfied people, who envy the man with better pay, his job.

Of course there are many misfits in life, and this is the cause of numerous complaints. Round pegs rattling around in square holes, lawyers who should have been draymen, preachers who ought to be on the farm, and farmers who have no love for the game. Teachers who have no faculty of imparting knowledge, and merchants who have no license to be in business.

These misfits are the cause of more failures, in every line of endeavor, than all other causes combined. It is an exploded theory that honesty is the secret of success. Honesty is a fundamental principle but adaptability has everything to do with winning the game. The father or the teacher who helps a boy to discover himself early in life, renders a service of inestimable value.

The failures of life stand out so prominently that we are sometimes inclined to judge humanity by its weaknesses. The bank which is forced into bankruptcy through dishonest management, is advertised the country over, while the thousands which maintain their integrity year after year, are seldom mentioned.

This is true concerning character. Murder and crime are heralded abroad, and as we read the disgusting details we say, "What a wicked world this is," forgetful of the fact that honesty and virtue are common graces possessed by the rank and file of humanity.

The successes of life are also the rule and not the exception. They do not always mean a fortune, for that is only one evidence of success. They mean contentment and happiness, products of honest toil and faithful service. At their best they mean a life infused by love and sacrifice.

The restlessness which sometimes comes to us as the result of overwork, or too close application, is perfectly natural, and it is not surprising that we often regard with envy the people of leisure, yet, as a rule this leisure class is not in normal condition.

If you have ever visited Florida, or the coast states in the winter season, you have noticed that the tourists, with rare exception, are other people who are living close out to the edge of time, or semi-invalids, compelled to give up work on account of failing health.

The ability to work is a blessing which we seldom appreciate, while in the harness. A lady, shut in, living on borrowed time, said to a friend, the other day, "The hard part of growing old is the enforced idleness, sitting on the side lines and watching the busy procession pass by, with the feeling that I am not a part of it."

That's the experience which comes with advancing years, and memory often harks back to the days of activity with a longing for their return. The busy life should be a happy life, and always is when properly balanced.

The lady referred to was a teacher in the old High School, more than half a century ago. The impress of her life has long been felt

for good in the home, and its influence is still exerted in the active arena. This is one of the compensations of age, which comes on the last lap of the journey.

It pays to be contented with our lot in life, when we are doing the best that we know. It is possible that we might be better off, in some other channel, and we might be infinitely worse. The other man's game may look fascinating, but appearances are often deceptive. Work and wait for results, but don't forget to work, for that is the secret of success.

Just Folks

By Edgar A. Guest.

ABOUT BOYS.
Show me the boy who never threw
A stone at someone's cat;
Or never hurled a snowball swift
At someone's high silk hat;
Who never ran away from school,
To seek the swimming hole;
Or slyly from a neighbor's yard
Green apples never stole.

Show me the boy that never broke
A pane of window glass;
Who never disobeyed the sign
That says "Keep off the grass."
Who never did a thousand things,
That grieve us sore to tell;
And I'll show you a little boy
Who must be far from well.

**ON THE SPUR
of the MOMENT**

—ROY E. MOULTON

A LITTLE SLICE OF LIFE.
The other day I was just
Getting up in the bathtub,
And all of a sudden I assumed
A horizontal position in the tub.
All over the walls and ceiling,
And I thought I had been submarined
And I yelled for my wife to do some-
thing. I didn't know what I wanted her to do.

But I knew I wanted her to do some-
thing. She thought I had been killed,
And she younded on the door and
yelled:
"Are you alive yet?"

And I yelled back, "No, not yet."
You see, it happened like this:
I was sitting down in the tub when
my neighbor, who lives next door
And owns a horseless piano,
Began playing "The Star-Spangled
Banner."

And I stood up quickly, and my foot
encountered a piece of slippery soap,
And the rest of it you already know.
I was sitting down in the tub when
I don't know what the moral is—
Whether it is, "Don't listen to
"The Star-Spangled Banner,"
Or "Don't monkey around a bath-
tub."

What has become of the old-fash-
ioned Charlie Chaplin, who used to
work for a million dollars a year?

Newspaper men seem to have de-
spaired of prying any information
out of General House. They should
cheer up, however. They still have
another colonel who is always sure
copy.

The strangest man we ever met lives
in our neighborhood.
He is still keeping one of his New
Year resolutions.

WANTED: Man with Ford car who
has a mechanical turn and under-
stands cows.—Fresno (Cal.) Repub-
lican.

Oh, what has become of the old-fash-
ioned lover
Who made such a dinged hit
with the gels
By coming around with a sea-going
tad.

And taking them down for a din-
ner at Del's?
Those two old "hiss" seats in the cen-
ter are missing.
The ten-dollar orchids, alas and
alack!

Oh, what has become of the old-fash-
ioned lover?
It's dollars to doughnuts he'll never
come back.

Edward Walcott Dunn, one of our
most brilliant theatrical pres-
ents, dropped into Dunn, one of our
white-tiled cafeterias the other day
and bought himself a piece of pie.
Then he thought he needed a cup of
coffee and went and got that.

When he returned, a stranger was
occupying his chair.
"Beg your pardon," he said, "but
this is my chair."

"How do you know it's your
chair?" grumbled the man.
"I can prove it by your trousers,"
said Dunn.
"What do you mean—prove it by
my trousers?"
"Why, you're sitting on my pie!"

**TAKE PREVENTIVE STEPS
AGAINST ACCIDENTS**

(BY ASSOCIATED PRESS.)

Chicago, Feb. 23.—As another
means of preventing grade crossing
accidents several railroads of the
country are conducting elaborate ex-
periments with locomotive whistles to
determine the most efficient means of
signalling the approach of the train.
In these experiments the carrying
power of the sound was studied care-
fully with the result that several im-
portant facts were ascertained, ac-
cording to Superintendent T. Ahsan
of the coast division of the Southern
Pacific.

"Extensive tests show that a whistle
call for a station signal should
never be less than five seconds," he
said in a letter to engineers, "the long
blasts of the crossing signal two and
a half seconds, and the short blasts
one second. Particular care should
be taken to cut off the blasts sharply
and not slur them. It is of utmost
importance in causing sound to travel
that these instructions be carried out."

**LANDING PLACE FOR
U. S. MEN IN FRANCE
GREATLY IMPROVED**

(BY ASSOCIATED PRESS.)

A Port in France, Feb. 23.—A little
more than six months have wrought
a mighty change in the base at which,
last June, the first division of Ameri-
can troops landed to go into training
for their fight with the Germans.

The docks have been and are be-
ing enlarged, storage warehouses
have been and are being built, the
harbor has been dredged out to ac-
commodate more and larger ships,
and the railroad facilities have been
nearly doubled and are being in-
creased day by day.

The enlargement of the port has
created a somewhat anomalous situa-
tion. For whereas up to about the
end of last year troops landed more
regularly and quickly than supplies,
it was sometimes feared it would
be necessary to draw temporarily on
the French for their support, the
base is now in the position of being
able to handle more tonnage than is
at present coming to it, either in
the form of supply or troop ships.

The capacity of the port would,
however, be almost reached with the
completion of the docks and store
houses now under construction if it
were not for far-reaching engineering
plans that are under way.

The American authorities early
foreseen that even comprehensive
enlargements would inevitably
result in congestion and confusion if
some outlet were not arranged for the
increasing supplies expected to ar-
rive.

The plan now being executed, and
which even increased storage space
could not be expected to accommo-
date. The problem resolved itself
into one of transportation.

Therefore, while the railroad tracks
at the port itself are vastly more
numerous than they were six months
ago, the American engineers have
conceived a plan whereby a vast tract
of land three or four miles back of
the port has been taken over, and is
being developed coincidentally with
the port itself.

On either side of a huge basin into
which ships if necessary be towed
and unloaded dozens of parallel super
tracks are being laid. They will
serve a dual purpose, for cars either
can be filled for barges and ves-
sels brought into the basin, or cars
loaded at the port itself can quickly
and easily be hauled to the spurs and
there made up into trains.

The American plan which envisages
carrying for vastly more volume than
the port would normally accommo-
date, even with the enlargement of
docks and store houses, is not original
with them but is more or less a copy
of what the English have done at an-
other port, where they have increased
the daily output of merchandise from
about 200 cars or less to more than
700. This they have been able to do
by laying out huge yards to the rear
of the actual port to avoid congestion
and to facilitate making up trains.

The American development of the
American port has made it necessary
to rearrange the manner in which the
work is done. Last July a compara-
tively small branch of the quar-
termaster's department was amply able
to superintend and manage the un-
loading and distribution of supplies.
Today the work has grown so that it
has had to be entrusted to a special
department that is growing in size every week and which
now merely turns over to the quar-
termaster, as it does to the engin-
eering, the aviation and other de-
partments such material as belongs
to each.

To keep pace with the increasing
volume of supplies that arrive, a large
force of workmen has been found
necessary. Two regiments of colored
soldiers, numbering three thousand
men and most of them husky steve-
dors and longshoremen from New
York and Southern ports in times of
peace, now do the bulk of the unloading
from the ships and the reloading
of the trains.

A not inconsiderable force of Ger-
man prisoners of war, with whom the
negroes especially seem to enjoy frater-
nizing, are at work about the docks
from early morning until evening.
Every able-bodied male citizen of the
port, and many not so able-bodied in
addition to all the women who care
to work, have found employment and
of course at wages that were hith-
erto unknown. The city may be said
to be in the heyday of its prosperity.

The somewhat chaotic conditions
that naturally prevailed when thou-
sands upon thousands of newcomers
flooded into the city from the boats
in late June and the early July, have
been gradually settled down, in the few
hotels and in many private families.
The officers have established messes
for themselves at which they can
avail themselves of American food,
and the men who are not quartered
in the town itself live at the origi-
nal camp where General Shert and
his first division stayed until it was
time to go to the training camp be-
hind the front.

**PRIELIPP & WEIBLER
CHANGE LOCATION**

(By H. C. Prielipp)

As the 1918 Automobile season ap-
proaches and the outlook is very en-
couraging, we find it necessary to use
larger and more convenient quarters,
and would therefore wish to say to
our previous customers and patrons
that we will be located at 11 So. Bluff
St. with the same line of cars we had
last season, with the exception of
having added the Famous Nash line.
Aside from handling this unequalled
line of cars we will also do repair
work on all of them at all times.
Come in and look us over.
We are dealers for the Reo, Nash,
Chalmers and Oakland Cars.

**WILL MAKE USE OF
ALL HOUSEHOLD WASTES**

(BY ASSOCIATED PRESS.)

London, Feb. 23.—A national
scheme has been approved here for
collecting and using nearly every-
thing now cast out as a household
waste, such as rags, waste paper, old
metal, broken glass, old cans, and all
sorts of kitchen refuse. Everything
will be sorted and sent to centers
where it can be made to replace
something that otherwise would have
to be brought in ships.
Many experiments have been made.
Oil for engines has been extracted
from bad fish and meat; feed for
poultry and pigs from other kinds of
refuse; potash from stalks of vege-
tables. Old tin cans from the city of
Nottingham are now yielding 400
tons of iron a year, which is con-
verted into a low class steel for army pur-
poses. One of the triumphs of war
economy has been in the extraction
and use of the oil with which leather
is dressed.

E. B. LOOFBORO, D.D. S.

Pyrorrhea and Oral Prophylaxis
(Preventive Dentistry) a specialty.
506 Jackson Block. Both Phones
Wis. Phone 617. Rock Co., 716

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Our Western
Mortgages?**

BECAUSE we know they are
safe and are being sold readily
to the most conservative invest-
ors, who have found them to be
all that we claim for them. Our
own funds are first invested and
the mortgages are complete in
every detail before they are of-
fered for sale.
YOU DEAL DIRECT WITH US,
your home company at all
times, we collecting interest and
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mailing you check from this of-
fice. You do not have to wait on
the convenience of the borrow-
er, the interest is always paid
promptly on or before due.
Come in and let us explain our
proposition and look over our
mortgages. They pay 5 1/2 per
cent and 6 per cent and are
the very best investments you
can buy anywhere.

GOLD-STABECK CO.

Assets nearly a million
15 W. Milwaukee St. Janesville.
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C. J. SMITH, Mgr.

**Spring Styles
in Eagle Caps
\$1, \$1.50, \$2**

New styles that you will
like—come in and see them.

R. M. Bostwick & Son

Main Street at Number Sixteen South,
Merchants of Fine Clothes.

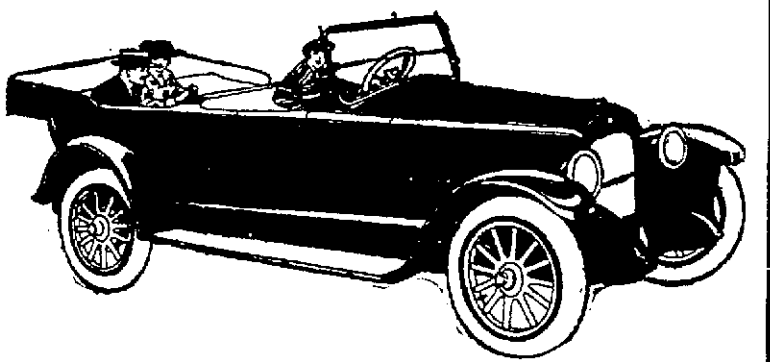
Rehberg's

First Showing
\$3.00
\$3.50
and \$4.00

These new hats are beauties—Green, Pearl, Brown,
Taupe and many other new shades; all sizes in stock.

Age of Women.
This is said to be a woman's age,
yet women have little to say about
their age.—Cincinnati Times-Star.

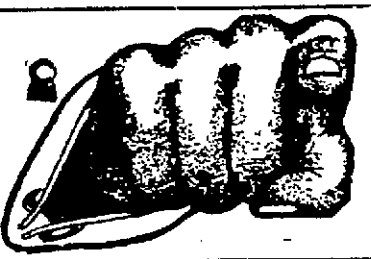
Want to rent a house or flat? Look
through the Classified lists and you
may find what you want.

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The remarkable performance of its en-
gine is bound to make it immensely popu-
lar with those who demand only the best
in motor cars. Be sure to look this car over
and convince yourself.

Prielipp & Weibler

New location:—11 So. Bluff St.
Both Phones.

**We Sell the Best and
Cheapest Life Insurance
Issued By Any Company**

Insure today lest you
get in such physical
condition you will be
unable to secure a
policy.

**C. P. BEERS
AGENT**

16 East Milwaukee St.
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BOTH PHONES

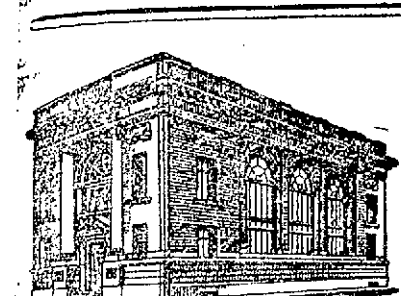


When you think of insurance think of
C. P. Beers.

**DOLLAR DAY
Will Be Wednesday
February 27th, 1918**

Greatest bargains of the year are offered on that day.
They will be advertised in The Gazette of Monday,
February 25th, in a Special Dollar Day Supplement.

Be sure to read the advertisements Monday night—
then get your share of the bargain good things Wednesday.



Why Not Open That New Savings Account Tonight!

This bank will be open tonight for the convenience of our customers. If you have no savings account with us, now is your opportunity.

3 per cent on Savings.

THE FIRST NATIONAL BANK

Established 1855.

The Bank with the "Efficient Service."

Open Saturday Evenings.

Our Christmas Banking Club

will help you to practice thrift.

Club Still Open Come in Tonight Merchants & Savings Bank

The Oldest Savings Bank in Rock County.

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Hours 9 A. M. to 6 P. M.

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Your Spine Examined Free.

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Graduate Universal Chiropractic College. Seventh year in practice.

Each session \$2.00 with 7 treatments. Call and other hours by appointment.

Consultation and examination free. Sell, 121 W. R. C. 140

MILTON DEFEATED IN SPIRITED DEBATES

Milton, Feb. 23.—Yesterday the Milton College debating team held the debate of the season with Ripon College, Ripon winning by a small advantage. Milton's negative team journeyed to Ripon where they faced Ripon's affirmative, while Milton's affirmative debated at home.

At two o'clock the chapel at Milton was crowded, classes having been dismissed. The question for discussion was: "Resolved: That the Government's Present Policy of Prohibition is a Permanent Policy." Ripon's affirmative team, consisting of Ripon, opened the debate on the affirmative side. With a snap and spirit which characterized his speech, Mr. Ripon opened the debate on the affirmative side. With a snap and spirit which characterized his speech, Mr. Ripon opened the debate on the affirmative side. With a snap and spirit which characterized his speech, Mr. Ripon opened the debate on the affirmative side.

"FATHER AND SON" BANQUET A SUCCESS

THREE HUNDRED GATHER AT Y. M. C. A. TO ATTEND SECOND ANNUAL BANQUET HELD LAST EVENING.

EXCELLENT PROGRAM

Interesting Topics Are Discussed by Speakers—Dr. Crawford of Beloit Was Speaker of Evening.

Beginning and ending with the prayer, "That the ship may come in," three hundred boys and men met at the local Y. M. C. A. at the second annual "Fathers and Sons" banquet last evening. The program was a most interesting one, with speakers of high caliber. Dr. Crawford of Beloit was the featured speaker of the evening, discussing the topic of "The Father and Son Problem." His address was a most timely one, dealing with the problems of the young men of today and the responsibilities of the fathers.

The failure to think clearly has cost many a crown in history. He can not disseminate that a peaceful people would rise against his doctrines of "Me and Gott" and "Verboten." He also urged the boys not to sit on the fence but to meet the problems of the day and meet them like men. Dr. Crawford concluded his talk with a poem deeply sentimental and touching the occasion which was entitled "When my ship comes home."

Rev. J. A. Melrose, toastmaster and first speaker of the evening began his talk in a bantering, sarcastic sort of a way. "On the second occasion in the history of the world," he said, "the fathers of the world have gathered here to discuss the problems of the father and son relationship." He spoke of the tremendous importance of the father and son relationship, the closing of the intervening years for the evening and the better understanding of son and father after the talk. He spoke of the tremendous importance of the father and son relationship, the closing of the intervening years for the evening and the better understanding of son and father after the talk.

One of the first speakers to be introduced by Rev. Melrose was H. Korst who spoke on the topic of "The Father and Son Problem." His address was a most timely one, dealing with the problems of the young men of today and the responsibilities of the fathers. He spoke of the tremendous importance of the father and son relationship, the closing of the intervening years for the evening and the better understanding of son and father after the talk.

young people who go out into the world alone. He spoke of the guiding hand in a boy's life should be like the coaches in the various athletic games who are hired to train the boys and not wander on the trail of the victory after which they went. George Arbuthnot gave an excellent address on "Our Dads" which was more or less sarcastic but as he said his dad was not among those present he did not have to worry. He closed by reciting a poem on what a dad should be to his son.

PERSONAL MENTION

H. T. Keller has returned from the northern part of the state where he has been receiving tobacco. Miss Harriet Lee of St. Lawrence avenue spent the last of the week in Chicago.

Miss Emily Shetz of Milwaukee, who has been the guest of her brother and sister, Mr. and Mrs. D. C. Cannon of Division street, returned to her home today.

Miss Loretta Connell of Lincoln street spent Thursday with friends in Beloit.

Doctor M. V. Devire of Sharon, has returned. He was a short visitor in town this week.

The Misses Sibyl Richardson, Phyllis Kelle, Adrienne Allen and Grace Grant and Marion Blodgett, have all gone to Chicago for a few days vacation. They will hear Warfield in "The Music Master" and "The Wanderer at the Auditorium."

C. E. Cliff and Joseph Edwards of Northern Wisconsin were Janesville visitors yesterday. They left Saturday morning for a few days vacation. Mr. Edwards' father who is 16, was the oldest Woodman in the country.

Bert Sutton of Milton was a Janesville visitor on Friday. He left last evening for Peoria Ill., where he is spending the most of his time now on business.

W. J. McCord and J. S. Boyd of Lima Center, were business visitors in town on Friday.

Otto Geer and Mary Van Gelder of Chicago are spending a few days in town on business.

Miss Josephine Carle, who is attending Miss Hares' school for girls in Chicago, is home to spend her vacation over Washington's birthday.

Reverend Father Pierce of Sharon, spent the last of the week with friends in this city.

William Cronan came home from Camp Grant on a week-end visit. He is a business visitor.

J. H. S. DEFEATED BY MONROE IN HARD FOUGHT GAME, 23-22

Monroe Makes Basket In Last Minute of Play That Decided Game

One basket made in the last minute of play decided the victory against Janesville in the Monroe-Janesville basketball game played in the former school's gymnasium last evening. The game was a hard fought one, with the strongest and fastest teams they have met this year. But in spite of their strength and speed, Janesville was able to keep them in such a close game that it was not until the final whistle sounded did they feel sure of the game as their victory.

One incident which occurred just two minutes before the final whistle, and no doubt was the deciding factor in Monroe's favor. The ball was passed from the center of the court to a Monroe man who was playing near the side line. The ball went over the side line, struck the side of the stage which borders on the gymnasium and bounced back onto the court. A Monroe man recovered the ball after it had bounced back onto the floor and shot making a basket putting the score at 23 to 22.

Monroe's victory was a most surprising one, as the Monroe man picked up the ball after it had bounced back onto the floor and shot making a basket putting the score at 23 to 22.

The game did not open until after nine o'clock due to Janesville's inability to arrive in Monroe at an earlier hour. The local men were compelled to run from the station to the gymnasium and get on with the game.

At the end of the first half, Monroe came in the first half with a rush and within a few minutes had more than a ten point lead. The score at the end of the first half stood at 15 to 6 in Monroe's favor.

But as usual in the second half the local made their speed and scored 16 to 16. From this time on the battle was close and bloody. The score zigzagged from one side to the other until the final whistle sounded.

Others scoring for Janesville were Fein, 2 and Lane 1. Roud, Thorpe and Nuzum had done most of the scoring for Monroe.

The game in brief is as follows: Monroe Janesville Sprackling 15 to 6 Thorpe 10 to 4 Scott 10 to 4 Wood 10 to 4 Haggar 10 to 4 Nichols 10 to 4 Monroe 10 to 4 Fein 10 to 4 Lane 10 to 4 Roud 10 to 4 Thorpe 10 to 4 Nuzum 10 to 4

Field goals, Janesville: Sprackling 5, Fein 2, Lane 1, Monroe: Roud 4, Carl 2, Haggar 1, Wood 1, Scott 1, Nichols 1, Monroe 1, Fein 1, Lane 1, Roud 1, Thorpe 1, Nuzum 1

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CLOSE CAMPAIGN ON MONDAY EVENING AT THE APOLLO THEATRE

Committee of One Hundred Make Arrangements For Mass Meeting to Which the Public Are Invited

Arrangements have been completed for a mass meeting on Monday evening at the Apollo theatre by the committee of One Hundred at which the closing arguments of the present campaign will be discussed.

It makes no difference who is the executor of an estate, the law fixes the charges to be made and they cannot be higher.

When the cost is the same in both cases, why not choose the Trust Company?

The Rock County Savings and Trust Co.

buildings in various camps, cantonments and in Europe, for the accommodation of the soldiers; that men of all religions are welcome, of all races and with no color distinction. Special church donations to supply needs of our soldiers are also being collected, and the use of the funds raised by the present "war chest" campaign, which are to be for any purpose designated by the president or ward board, should not be confused with denominational contributions.

The Y. M. C. A. activity certainly supports the Lutheran boys in the service, and the Knights of Columbus, looks after both Catholic and non-Catholic soldiers. They work in perfect harmony in the service; let there be no misunderstanding outside the service.—Editor.

Mr. and Mrs. Louis Runage of Brodhead and daughter Lois, Racine, were week-end visitors at Mr. and Mrs. R. C. Wilcox and family, Beloit avenue.

Mr. and Mrs. C. J. Tuft of Milwaukee, who were the guests of Mr. and Mrs. C. T. Swan, of South Jackson street have returned home.

Bruce Hitt has been elected by the Cardinals to the Little Rock club of the Southern association. Evidently it is a pitcher he failed to live up to his name.

I am a voter and a working man and in favor of the aldermanic form of government, stating a few facts. A person in his speech last Friday evening stated that since the war has taken over the waterworks his sales have been lowered so that his bill is about half. How many of the laboring class of people have had their water rates lowered, please? It is said that some of the people who are in favor of the change of government are in favor of building on the bridge, for one man not. The mayor and council want the credit for not allowing certain people to build on the bridge, they must also take the "credit" for our "street car service" for the street car which has every one knows is the poorest of any city the size of Janesville, and on account of the city not having any "jitneys" the street cars are what the laboring class of people have to depend on. It was stated in the paper that under the aldermanic form of government a voter would have only the right to vote for two aldermen and no more. It is my opinion that two aldermen and mayor can do more for one ward than two councilmen can do for the five wards.

Some of the reporters working for the commission form of government seem to think that some of the voters are being used as tools, or for "pulling chestnuts out of the fire" for a higher price. But be careful whose chestnuts you pull out of the fire on next Tuesday. Some of your commission form of government people seem to think that you must have a man instead of being satisfied with the expressed wish of about 300 signers, or more than enough to call an election.

A Working Man and a Voter. L. L. CUTTS.

Mr. Editor: I am in hearty sympathy with the work of the Rock county war fund campaign. The various funds to receive apportionments from the money thus raised by taxation, levied in this instance by the county war fund committee, according to the new laws, are: Soldiers' recreation fund, Red Cross, Y. M. C. A. and Knights of Columbus.

The state has a right to levy taxes for the military establishment, and the county war fund committee representing the citizens of the county has a right to raise money for the soldiers' recreation fund, Red Cross, Y. M. C. A. and Knights of Columbus. It is my opinion that the county war fund committee has a right to levy taxes for religious purposes.

The United States constitution distinctly provides that Congress shall make no law respecting an establishment of religion, etc. Therefore, to tax the people of Rock county for the support and maintenance of a religious order, in violation of the letter and spirit of the constitution. Furthermore, it would be in violation of the state constitution to appropriate money raised by taxation for the military establishment, or which would be in violation of one of the cardinal principles of the republic, the separation of church and state.

As the separation of church and state is a fundamental principle of religious liberty, and as it would be obviously unfair to ask Baptists, Methodists, etc., to contribute to a fund of which any particular denomination draws for its own work, be that Catholic, Lutheran or Jewish, let each religious order look to its own members for support, thus preserving our religious freedom inviolate.

Rock County Court Guards Estates

It is a well known fact that the Probate Judge of this county is very careful to allow no unfair claims to stand against an estate.

The Trust Company cannot collect its fee for handling an estate until the Probate Judge examines their report and allows the claims.

When the cost is the same in both cases, why not choose the Trust Company?

The Rock County Savings and Trust Co.

buildings in various camps, cantonments and in Europe, for the accommodation of the soldiers; that men of all religions are welcome, of all races and with no color distinction. Special church donations to supply needs of our soldiers are also being collected, and the use of the funds raised by the present "war chest" campaign, which are to be for any purpose designated by the president or ward board, should not be confused with denominational contributions.

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N. B. In connection with the above communication, it might be stated that the various religious activities mentioned are conducting special

FAIR STORE

Fresh made Creamery Butter, lb. 50c.

Fresh Dairy Butter, lb. 45c.

Nut Margarine, lb. 28c.

No better butterine of any kind made.

DRY GOODS DEPT.

Yard wide Tuffeta Silk for \$1.59.

All wool Serges, yard wide, \$1.00 and \$1.25.

Mercedized Poplin, a variety of colors, 29c yard.

Black and colored Satteen Skirts for \$1.00 and \$1.50 up.

Flannel and Knit Skirts, 69c and 65c.

Muslin Skirts, a fine lot, \$1 up.

Ladies' Flannel Night Gowns, \$1.00.

Ladies' Wool Sweaters in red, pink and gray, \$3.35 and \$5.00.

Children's Suits, \$1.25.

Toggles and Scarfs, \$1.00 up.

Ladies' Wool Hose, 35c and 50c pair.

Ladies' Silk Boot Hose, 35c and 50c.

Men's Wool Hose, 35c and 50c.

Children's Socks, 65c and 75c.

Comforters, full size, filled with white cotton, silklike covered, \$2.35 and \$3.75.

Wool rug Blankets \$2.99 and \$4.25.

Cotton blankets, extra large, \$2.75 and \$3.75.

Monday Evening, February 25

Class work at 8. Dancing, 9 to 12. We teach beginners. Now is the time to learn how to dance. Our Saxophone Orchestra will play all the new hits.

For the convenience of our customers.

Now, while you have health, strength and employment, is the time to build a bank account and

Buy War Savings Stamps and U. S. Thrift Stamps For Sale Here.

The Bower City Bank

The Bank for Savers.

Furniture and Undertaking.

C. C. Campbell

Funeral Director.

Graduate Barnes Embalming School and has had years of experience.

Dulin's Grocery

FOR SALE

Must be sold as I have been drafted for United States Service.

Full particulars can be obtained at this store.

J. C. Dulin

Corner Franklin & W. Mil. Streets.

High Grade Olive Oil

The first pressing from the very best fruit

Crown of Aragon

is the trade name for the high quality oil we sell.

We'd be very glad indeed, to fill your order and are sure you'd be pleased with this oil.

Priced from 45c to \$4.45.

Dedrick Bros.

Everybody reads the Want Ads.

Kaspar's Japan Tea

50c Per Pound

A delicious tea that is meeting with general favor from discriminating housewives.

Try a pound with your next order.

ROESLING BROS.

Groceries and Meats

SEVEN PHONES

All 122.

WANT MUSICAL CLUBS TO DONATE SERVICES

Orchestras, Bands, and Chorus, Wanted to List to Give Voluntary Aid on Important Public Occasions.

Appreciating the value of music in wedding the nation and the state council of defense has decided to mobilize the musical forces of Wisconsin.

Liberty choruses, bands and orchestras are wanted in every city and town in the state so that upon important public occasions, the state and county councils of defense may have authorized groups of persons upon whom they may call for volunteer, efficient, and inspiring musical services.

All local choral and instrumental organizations are asked to enlist. High school and grade school musical organizations are included in the same, and will be known as Junior Liberty Chorus. Each group will have an official designation, as for example, Griggs Club, Unit No. 10, Liberty Chorus of Wisconsin.

There is an opportunity for patriotic service which every loyal musician will welcome. Applications should be sent at once to the secretary of the state council of defense at Madison, Magnus Swenson, Care of the State Council of Defense, suggested for service, and a list of desirable patriotic material will be sent.

Brodhead News

Brodhead, Feb. 22.—J. A. Brandt went to Waukesha Wednesday on business matters.

A. A. Gillette of Jida, spent Wednesday in Brookfield.

Mr. J. P. Pines and Mrs. W. W. Lawver went to Milwaukee Wednesday and returned today with their sister, Mrs. Frank Lawver, who has been in St. Joseph Hospital for some weeks since an operation.

Ed. Smith was a visitor in Monroe on Wednesday.

Elba Sherbondy was down from Albion on Wednesday and went to Monroe.

Mrs. L. V. Dodge and little son Le Roy went to Dodge Wednesday where they assisted the ladies' grandmother, they assisted in celebrating her eightieth birthday anniversary.

Mr. and Mrs. Harvey Jones of Janesville spent the fore part of the week in Brodhead and returned Wednesday to their home.

Mrs. James Rindy went to White-water Wednesday to visit her parents, Mr. and Mrs. J. D. Rindy.

Harvey Roderick was a Janesville visitor on Wednesday.

The Wednesday club met Wednesday afternoon with C. P. Moon.

Miss Gues Neault of Boscobel and

NOTICE—The Gazette is on sale in Brodhead at Miller's News Stand.

Milton Junction

Milton Junction, Feb. 22.—Mrs. Nan Kibber was hostess to the Keweenaw club Thursday afternoon. The ladies brought the knitting and and during the afternoon a delicious lunch was served by the hostess.

Mrs. George Burdick of Barron, Wis., called on her friends Thursday. Mr. Raymond Burdick of Watertown was business caller here Thursday. He has been put on the reserve medical staff and will be called into service soon.

The outdoor prayer meeting of the M. E. church was held with Mr. and Mrs. G. K. Butts, Thursday evening.

Mrs. John Martin of Portville is the guest of her daughter, Mrs. Harry Miller.

There was no school today in honor of Washington's birthday.

Miss Hilda Anderson went to Camp Grant, Friday, to visit her brother.

Miss Laura Foot is home for a two weeks' vacation, her school at Footville being closed on account of scarlet fever.

Miss Ada Fulton has gone to Elkhorn where she is employed in a millinery store.

Mr. and Mrs. P. M. Garthwaite of White Plains, N. Y., are guests of Mr. and Mrs. E. L. Burdick.

Orfordville News

Orfordville, Feb. 21.—Mr. and Mrs. L. E. Storck of Beloit are in the village the guests of their daughter, Mrs. Otto Gaarder.

Ed Ames is assisting at William Krueger's blacksmith shop during the week of horse-shoeing. This shop is the only place in the village where shoeing is done.

S. E. Anderson has commenced moving his household goods into rooms in the Mrs. Sermo house.

Andrew Strang is moving from the farm into the Anderson house which he recently purchased.

Several friends here walked to Hanover on Thursday and took the Northwestern train to Janesville, owing to the delayed service on this division of the St. Paul.

The young child to Mr. and Mrs. John Patreque had the misfortune to fall a few days ago, breaking one of its arms. A physician was called, who righted the injured member and the little fellow is now on the way to speedy recovery.

The dance at the Odd Fellows' hall on Thursday evening was well attended and an excellent time is reported.

The train service was again deranged on Thursday morning when the west bound freight engine with eight cars left the track near Jida.

Now that Alexander has succeeded in getting his bonus from the Cuba Bill Killefer, his battery mate, is a holdout. Weckman is having his troubles with the former Philly stars.

Manager Stallings of the Braves expects John Murray, the young Colombian pitcher, to develop into a star.

Bradley Jersey Sweaters

for men and boys

\$1.50 to \$3.50

T-J ZIEGLER CLOTHING CO.

JOS. M. CONNORS, Mgr.

The Home of John B. Setson Hats, Wilson Shirts, Lewis Underwear

Malloy Cravenshoe, Schaefer & Marx Clothing.

SIDE LIGHTS on the CIRCUS BUSINESS

By D. W. WATT

Former Manager Burr Robbins and Later Treasurer of Adam Forepaugh Circuses

A few days ago I received the sad news of the death of an old friend which occurred at his home in Bowling Green, Pike county, Missouri. His name was Homer Martin. Several years ago I told you something about the circus business, which commenced in the early 80's with the Adam Forepaugh show. It was in Philadelphia, shortly after the opening of the great fair, that I met the pale faced young man came to the ticket wagon and asked me if I had any kind of a position open that he could fill.

After glancing him the once over, I said to him: "Young man, you don't look to me as though you would make a good stake driver, or could make the runs over eight or ten horses." The young man smiled and replied: "No sir, I think those jobs would be a little too heavy for me, but I have been doing inside work about a year, and I thought that if I could get something with the circus, where I could be outdoors more, it might be better for me."

As I had charge of all the reserved seats, ticket sellers and occasionally would get hold of one that was not altogether desirable, I asked him he would like to sell tickets. He said: "That would certainly be nice and as good a job as I could expect around a big institution like this." I then told him to get around before the opening of the show in the evening and I would put him to work.

This I did, and Homer proved to be one of the best ticket sellers in the business and for some years was a valuable man. But he was not there so long before he seemed to think that a real circus man should be in charge of a show, and as there were more or less of them around the show their society seemed to appeal to him. When I discovered that my new ticket seller was stepping all over me in the wrong direction, more than once I called him into the ticket wagon and gave him some good advice, telling him that there was always advancement for the good man around a circus the same as in any other business, and that it was just as necessary for him to keep on, in the "straight" line, as to make a name for himself. He was willing to sell dry goods or clothing in his home town, and that his close attention to business and good behavior would count much in his favor. Homer thought otherwise and was not an easy subject to handle.

It was some four or five years ago that a friend of mine in Chicago told me that he had seen Homer Martin in the Janesville Daily Gazette, and on reading "Side Lights" and knowing that Homer Martin was back at his old home, immediately wrote him a letter and told him to come to the city and see me. He did so, and I gave him a letter to the publisher of the paper to the effect that I would give him a job if he would come to the city and see me. He did so, and I gave him a letter to the publisher of the paper to the effect that I would give him a job if he would come to the city and see me.

"Bowling Green, Mo., March 30, 1913.—D. W. Watt, Esq., Janesville, Wisconsin.—Dear Mr. Watt: No doubt you were somewhat surprised to hear of me looking you up. Well, I would say that I have thought of you a great many times since I have been out of and away from the show business, and that you were one of the few that I particularly remembered. I liked and wanted to again meet and during all of my wild west career in the show business with Jim Jordan, Eddie Mines, John Barton et al. I always knew you and said to myself: 'I would like to make good and said to myself: I would like to make good. But I was young, had a splendid and growing appetite for horse and kept the light up and of course went to the bad.'"

"After leaving the Forepaugh show I played star engagements with some of the circus shows, my main object being to see if I could now was to drink all the booze and break all the two banks in the country, and of course I did. After that I could run the larger shows without my assistance I drifted to the 'kites,' to wit: Mundoe, Bill Sells, John McManis, Clark Bros., Martin Downs, etc., etc., and after a period of four or five years I came to the conclusion that these were not circuses, but simply exhibitions of plain and fancy robbery and the same old story of grand larceny."

In 1892 I for a short time cut out the conversation water and again went to the Robinson show, but before long I was half over I was back to the 'wild cow' milk stranger than ever and finished up with an attack of the 'Hogan boys,' left the show, went to Chicago and procured a job on one of those old-fashioned Jordan drunks.

"A friend of mine, a newspaper reporter on The Globe, kidnapped me and when I woke up I was in a hospital, and from that day to this I have never tasted a drop of whiskey, beer or wine. In fact I have never taken a drink of anything intoxicating and never expect to again."

"Notwithstanding the fact that I was in the hospital under an assumed name, a doctor of medicine found out I was there and came to see me, and that was when I made up my mind to and did switch. I was in the show business two weeks after that, but I was on my good behavior, made and

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saved some money. The following winter I let my mother and went to this office as deputy under my father, and with the exception of four years have been here ever since. As \$3,750 a year. I have stock in a manufacturing plant here that pays me as much and sometimes more than the office. I am married but have no children. My wife has been an invalid for the past ten years, and with that exception I have no kick coming as to the way I have made out. In fact, I have been treated better than I really deserved, and I want to say to you that I am making a mistake one crooked. But what is the use? We don't find these things out until after the bell rings.

"No, don't let me wrong as to this, for I haven't got cold feet, neither do I occupy a front seat at the church, but am writing straight out a business stand. Most all the old timers are dead; poor old Jordan, so I am informed, died a pauper in New Orleans. Barton is still in the business but has nothing more to do with it. He made a bad finish, got to all the big shows when they come here, I take care and see that they have a little business to pay. It is the same old story with the ticket agents and butchers, to-wit: 'I'm going to get the coin this season and save it.' I made a bad finish, got to all the big shows when they come here, I take care and see that they have a little business to pay. It is the same old story with the ticket agents and butchers, to-wit: 'I'm going to get the coin this season and save it.' I made a bad finish, got to all the big shows when they come here, I take care and see that they have a little business to pay. 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PETEY DINK—HE WASN'T AS STRONG AS THE MOTORMAN



LONG LIVE THE KING

MARY ROBERTS RINEHART
Copyright 1917, The Hollywood Co.
Copyright 1917, Mary Roberts Rinehart

"The crown prince."

The sick man lay back and closed his eyes. Soon he slept. His conduct in the next few days was a surprise. "He has spoken," he said. "Either he recovers, or he dies."

But Hedwig did not die. He lived to do his part in the coming crisis. To prove that even the great hands of Black Hedwig on his throne were not so strong as his own young spirit. Hedwig, indeed, to confront the terrorist as one risen from the dead. But that day he lay and slept, by curious irony the flower from Karl's banquet in a cup of water beside him.

On the day before the carnival, Hedwig had a visitor, none other than the countess Loschek. Hedwig, all her color gone now, her high spirit crushed, her heart torn into fragments and neatly distributed between Nikky, who had none of it, the crown prince, and the old king. Hedwig, having given her permission to come, greeted her politely but without enthusiasm.

"Highness," said the countess, surveying her, "may I speak to you frankly?"

"Please do," Hedwig replied. "Everybody does anyhow. Especially when it is something disagreeable."

Olga Loschek went to her window. She knew the family as only the outsider could know it; knew that Hedwig, who would have disclaimed the fact, was like her mother in some things, notably in a disposition to be mild until a certain moment, submit-

Relief from Eczema

Don't worry about eczema or other skin troubles. You can have a clear, healthy skin by using a little Zemo, obtained at any drug store for 35c, or extra large bottle at \$1.00.

Zemo generally removes pimples, blackheads, blotches, eczema and ringworm and makes the skin clear and healthy. Zemo is a clean, penetrating, antiseptic liquid, neither sticky nor greasy and causes no irritation. It is easily applied and causes no trouble for each application. It is always dependable. The E. W. Ross Co., Cleveland, O.

QUICK RELIEF FROM CONSTIPATION

Get Dr. Edwards' Olive Tablets

That is the joyful cry of thousands since Dr. Edwards produced Olive Tablets, the substitute for calomel. Dr. Edwards, a practicing physician for 17 years and a chemist's old-time friend, discovered the formula for Olive Tablets while treating patients for chronic constipation and torpid livers.

Dr. Edwards' Olive Tablets do not contain calomel, but a healing, soothing vegetable laxative.

No griping in the "keynote" of these little sugar-coated, olive-colored tablets. They cause the bowels and liver to act normally. They never force them to unnatural action.

If you have a "dark brown mouth"—a bad breath—a dull, tired feeling—sick headache—torpid liver and are constipated, you'll find quick, sure and only pleasant results from one or two little Dr. Edwards' Olive Tablets at bedtime.

Thousands take one or two every night just to keep right. Try them. 10c and 25c per box. All druggists.

GRANDMOTHER KNEW

There Was Nothing So Good for Congestion and Colds as Mustard

But the old-fashioned mustard-plaster burned and blistered while it acted. Get the relief and help that mustard plasters gave, without the plaster and without the blister. Musteroil does it. It is a clean, white ointment, made with oil of mustard. It is scientifically prepared, so that it works wonders, and yet does not blister the tenderest skin.

Centigrade Musteroil in with the finger-tips. See how quickly it brings relief—how speedily the pain disappears.

Use Musteroil for sore throat, bronchitis, tonsillitis, croup, stiff neck, asthma, neuralgia, headache, congestion, pleurisy, rheumatism, lumbago, pains and aches of the back or joints, sprains, sore muscles, bruises, chilblains, frost-bite, colds of the chest (it often prevents pneumonia).

30c and 60c jars; hospital size \$2.50.



sive, even acquiescent, and then suddenly to become, as it were, a royalty and grow cold, haughty. But if Hedwig was driven in those days, so was the countess, desperate and driven to desperate methods.

"I am presuming, highness, on your mother's kindness to me, and your own."

"Well, go on," said Hedwig resignedly. But the next words brought her up in her chair.

"Are you going to allow your life to be ruined?" was what the countess said.

Careful! Hedwig had thrown up her head and looked at her with hostile eyes. But the next moment she had forgotten she was a princess, and remembered only that she was a woman, and terror-stricken. She flung out her arms, and then buried her face in them.

"How can I help it?" she said. "How can you do it?" Olga Loschek countered. "After all, it is you who must do this thing. No one else. It is you who are offering on the altar of their ambition."

"Ambition?"

"Ambition. What else is it? Surely you do not believe these tales they tell—old wives' tales of plot and counterplot?"

"But the chancellor—"

"Certainly the chancellor!" mocked Olga Loschek. "Highness, for years he has had a dream. A great dream. To fulfill his dream to bring prosperity and greatness to the country, and naturally, to him who plans it, there is a price to pay. He would have you pay it."

Hedwig raised her face and searched the other woman's eyes.

"That is all, then?" she said. "All this other, this fright, this talk of treason and danger, that is not true?"

"Not so true as he would have you believe," replied Olga Loschek steadily. "There are no innocents everywhere, in every land. It is all ambition, one dream or another."

"But my grandfather—"

"An old man, in the hands of his ministers."

Hedwig rose and paced the floor, her fingers twisting nervously. "But it is

too late," she cried at last. "Everything is arranged. I cannot refuse now. They would—I don't know what they would do to me!"

"Do! To the granddaughter of the king. What can they do?"

That aspect of things, to do her credit, had never occurred to Hedwig. She paused in front of the countess.

"What can I do?" she asked pitifully.

"That I dare not presume to say, I came because I felt—I can only say what, in your place, I should do."

"I am afraid. You would not be afraid," Hedwig shivered. "What would you do?"

"If I knew, highness, that some one, for whom I cared, himself cared deeply enough to make any sacrifice. I should demand happiness. I rather think I should lose the world, and gain something like happiness."

"Demand?" Hedwig said hopelessly. "Yes, you would demand it. I cannot demand things. I am always too frightened."

The countess rose. "I am afraid I have done an unwise thing," she said. "If your mother knew—"

"You have only been kind. I have so few who really care."

"The countess curtsied, and made for the door. "I must go," she said, "before I go further, highness. My

apology is that I saw you unhappy; and that I resented it, because—"

"Yes?"

"Because I considered it unnecessary."

She was a very wise woman. She left then, and let the next step come from Hedwig. It followed, as a matter of record, within the hour, at least four hours sooner than she had anticipated. She was in her boudoir, not reading, not even thinking, but sitting staring ahead, as Minna had seen her do repeatedly in the past weeks. She dared not think, for that matter.

Hedwig's notification that she would visit her, found the countess at leisure and alone. She followed the announcement almost immediately, and if she had shown cowardice before, she showed none now. She disregarded the chair Olga Loschek offered, and came to the point with a directness that was like the king's.

"I have come," she said simply. "To find out what to do."

The countess was at direct.

"I cannot tell you what to do, highness. I can only tell you what I would do."

"Very well," Hedwig showed a touch of impatience. This was troubling, and it annoyed her.

"I should go away, now, with the person I cared about."

"Where would you go?"

"The world is wide, highness."

"Not wide enough to hide in, I am afraid."

"For myself," said the countess. "The problem would not be difficult. I should go to my place in the mountains. An old priest, who knows me well, would perform the marriage. After that they might find me if they liked. It would be too late."

"This priest—he might be difficult."

"Not to a young couple, come to him, perhaps, in peasant costume. They are glad to marry, these fathers. There is much irregularity, I fancy."

She added, still with her carefully detached manner, "that a marriage could be easily arranged."

But, before long, she had dropped her pretense of aloofness, and was taking the lead. Hedwig, weary with the struggle, and now trembling with nervousness, put herself in her hands, listening while she planned, agreed eagerly to everything. Something of grim amusement came into Olga Loschek's face after a time. By doing this thing she would lose everything. It would be impossible to conceal her conviction. No one, knowing Hedwig, would for a moment imagine the plan hers. Or Nikky's, either, for that matter.

She, then, would lose everything, even Karl, who was already lost to her. But—and her face grew set and her eyes hard—she would let those plotters in their gilded catcombs do their own filthy work. Her hands would be clean of that. Hence her amusement that at this late day she, Olga Loschek, should be saving her own soul.

So it was arranged, to the last detail. For it must be done at once. Hedwig, a trifle terrified, would have postponed it a day or so, but the countess was insistent. Only she knew how the very hours counted, had them numbered, indeed, and watched them flying by with a sinking heart.

If she gave a fleeting thought to the palace, to the crown prince and his impending fate, she dismissed it quickly. She had no affection for Annunziata, and as to the boy, let them look out for him. Let Mettich guard his treasure, or lose it to his perils. The passage under the gate was not of her discovery or informing.

CHAPTER XVII.

Nikky and Hedwig.

Nikky had gone back to his lodging, where his servant was packing his things. For Nikky was now of his majesty's household, and must exchange his shabby old rooms for the cold magnificence of the palace.

He was very downhearted. To the crown prince, each day, he gave the best that was in him, played and rode, invented delightful nonsense to bring the boy's quick laughter, carried pocketfuls of bones, to the secret revolt of his solitary soul, was boyish and tender, frivolous or thoughtful, as the occasion seemed to warrant.

And always he was watchful, his revolver always ready and in touch, his eyes keen, his body, even when it seemed most relaxed, always tense to spring. For Nikky knew the temper of the people, knew it as did Mettich, gossiping in the market, and even better; knew that a crisis was approaching, and that on this small boy in his charge hung that crisis.

So Nikky trusted in his own right arm and in nothing else. The very size of the palace, its unused rooms, its long and rambling corridors, its rambling wings and ancient turrets, was against its safety.

Since the demonstration against Karl, the riding school hour had been given up. There were no drives in the

park. The illness of the king furnished sufficient excuse, but the truth was that the royal family was practically besieged, by it knew not what.

Nikky, summoned to the chancellor's house that morning, had been told the facts, and had stood, rather still and tense, while Mettich recounted them.

"Our very precautions are our danger," said the chancellor. "And the king—"

He stopped and sat, tapping his fingers on the arm of his chair.

"And the king, sir?"

"Almost at the end. A day or two."

Karl, with Hedwig in his thoughts, had returned to mobilize his army not far from the border for the spring maneuvers, and at a meeting of the king's council the matter of a mobilization in Livonia was seriously considered.

Fat Erlase favored it, and made an impassioned speech, with sweat thick on his heavy face.

"I am not cowardly," he finished. "I fear nothing for myself or for those belonging to me. But the duty of this council is to preserve the throne for the crown prince, at any cost. And, if we cannot trust the army, in what can we trust?"

"In God," said the chancellor grimly.

In the end nothing was done. Mobilization might precipitate the crisis and there was always the fear that the army, in parts, was itself disloyal.

The king, meanwhile, lay dying. Doctor Weidemann in constant attendance, other physicians coming and going. His apartments were silent. Eugs covered the corridors, that no footfall disturb his quiet hours. The nursing sisters attended him, one by his bedside, one always on her knees at the prie-dieu to the small room beyond. He wanted little—now and then a sip of water, the cooled juice of fruit. Injections of stimulants, given by Doctor Weidemann himself, had scarred his old arms with purplish marks, and were absorbed more and more slowly as the hours went on.

He rarely slept, but lay inert and not unhappy. Annunziata came, and was

made his Anglo-Saxon blood boil and awakened historical recollections of Americans against the invading Hessian.

Smith crossed over to France and entered in the Foreign Legion for the duration of the war.

Poor Smith. We expected great things of him, with his undoubted courage and marvelous marksmanship.

But Smith never reached the front. He was killed before getting there. The man who had escaped untold dangers in the African jungle, succumbed to a chance blow received in a casual brawl. He gave up his life for France, but his dying did her no good. Such is the irony of Fate.

In Role of Peacemaker Smith Is Knocked Out.

There was some sort of a scrap on the bank before the Legionnaire and another American. Smith interfered in the role of a peacemaker. The Legionnaire, unslinging his canteen and swinging it round his head. It was a full measure of wine, and when Smith's head got into its orbit, it knocked him out.

The next morning the regiment was slated to leave for camp for its first taste of actual fighting, and Smith insisted on going along despite his bad headache.

After the first two miles of march the poor chap was obliged to distribute his kit among comrades. He could scarcely keep the pace even when relieved of its weight. At the end of the day he was given one usual five minute rest. We threw ourselves on our backs and lit our pipes. When the adjutant's whistle sounded, we rushed back to our posts before our stacked rifles, but Smith did not move. He was dead.

An autopsy proved that his skull had been fractured the day before and that only a remarkable will-power had enabled him to last so long.

Smith's will left one hundred thousand francs to the comfort fund of the Foreign Legion.

The old Legionnaire was never punished.

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And Among Other Things Germans Got His Goat.

Among the animals with which the Germans got away was Smith's angora goat.

George McFarlane and mother spent Saturday and Sunday with Milton relatives.

Mr. and Mrs. Lawrence McKeown are entertaining their sister, Mrs. Calkins, of Toronto, Canada.

Mr. and Mrs. William Brummond were in Delavan, Saturday, on business.

Mr. and Mrs. William Brummond entertained Sunday at a goose dinner in honor of William Jr.'s sixth birthday. Covers were laid for twelve and the day was one long to be remembered.

Twelve members of the East Red Cross group have joined the Red Cross circle and will meet once a week to work and pay fifteen cents for refreshments to get money to purchase yarn for our soldiers. The first meeting is to be held at the home of Mrs. McFarlane, the date to be announced later.

The Bell telephone has a gang of men repairing the line out here.

Miss Elizabeth White has returned home from a week's visit with Dr. and Mrs. Dike of Whitewater.

Mrs. Theodore Rye will entertain the L. A. S. Wednesday, Feb. 27.

Hardware, Feb. 21.—Pearl Murko entertained Sunday in Madison visiting relatives.

Willie Wachlin returned home Monday after a week's stay at the home

of Ernest Atlessey at Fulton.

Dr. Otsson of Edgerton was a business caller here Sunday.

Nellie Connors attended the teachers' institute at Madison.

Mrs. John Cruise, Sr., of Edgerton spent last week at the home of her son.

Charles Huhn had the misfortune to lose a valuable horse Wednesday. The animal fell on the ice, breaking its leg.

School began in the Red Brick district Thursday after a month's vacation owing to the shortage of coal.

BARKER'S CORNERS

Barker's Corners, Feb. 21.—Mr. and Mrs. Charles Shoemaker spent Sunday in Janesville with Mr. and Mrs. William Curless on South Main street.

McDermott were visitors at William McDermott's the first of the week.

Hugh Hemingway, Jr., was confined to his home last week. His many friends are glad to know he is back in school again.

J. Schindler delivered his 1917 tobacco crop to Edgerton, Monday.

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HARMONY

Harmony, Feb. 21.—Mr. and Mrs. Louis Oldenwelder of Janesville announce the arrival of a baby girl at their home Feb. 17th. Mrs. Oldenwelder will be remembered as Miss Emma Dallman of this place.

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TRAVEL

See the Travel Literature at the Gazette Travel Bureau. Large supply of beautiful booklets and scenic literature just received at the Gazette of Janesville.

Smith Leaves His Wealth And Hobbies to Die For France, But His Dying Does Her No Good



"And when Smith's head got into its orbit it knocked him out."

TRUTH TALKS OF THE GREAT WAR—VIII.

By Gerald Brandon.

(This story of how Smith died for France is the second of three tales of heroes of a different sort from the kind usually written about—the kind who die in battle or bring home scare from the fray.—Author.)

HOW SMITH DIED FOR FRANCE.

Jim McFarlane—call him Smith in this story—was an American who, possessed of an independent fortune, divided his leisure between big game hunting and expert taxidermy.

Smith owned a chateau in Belgium which was a museum of skins, tusks and antlers, and his green-houses harbored groups of mounted fauna appropriately placed amid tropical ferns and palms.

The unannounced German invasion of Belgium surprised Smith in the act of mounting a tiger hunt scene, all the material for which, tiger, elephant, etc., were trophies of his marksmanship.

Smith was severely polite to the German officers quartered upon him, but his hospitality did not save him from their greed. When they left, they took with them his most cherished possessions—his stand of guns, each of which had some time stored the charge of rhinoceros or elephants or the bound of lion and leopard—his collection of trophies of the chase, representing years of travel and danger.

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TRAVEL

See the Travel Literature at the Gazette Travel Bureau. Large supply of beautiful booklets and scenic literature just received at the Gazette of Janesville.

School closed Thursday for the week-end in Dist. No. 7. Leo Madsen of Jantown called on Miles Fanning one day this week. A large crowd attended the Nelson and Gray sales the past week.

Whitewater News

Whitewater, Feb. 22.—President Vander started Wednesday on a trip to various points in the east. He is going to Washington first, where he will meet the secretary of the Federal Board of Education, Dr. Frosser; also Mr. Swigert of the Federal Board of Education. From Washington he is going to Philadelphia, where he will meet President, Congressman A. Herrick of General College, who is special agent in commerce.

Platteville Normal basketball team played at the local gym here on a trip to Washington first, where he will meet the secretary of the Federal Board of Education, Dr. Frosser; also Mr. Swigert of the Federal Board of Education. From Washington he is going to Philadelphia, where he will meet President, Congressman A. Herrick of General College, who is special agent in commerce.

The Reedsburg high school basketball team plays the local high school team tomorrow evening at the normal gym.

A son was born Wednesday to Mr. and Mrs. Edward Shauda.

Henry Corn broke his arm Monday, having been thrown to the ground by the stepping of a ladder while he was at work at the George Pollock house.

Mrs. Clemmons is critically ill at the home of her daughter, Mrs. John Ridge. Members of the family from abroad have been sent for.

JANESVILLE GAZETTE

Classified Advertising

CLASSIFIED RATES

Insertions—7c per line per day.
 Display—10c per line per day.
 (Five words to a line)
 Monthly Ads (no charge of copy)
 \$1.25 per line, per month.

NO AD TAKEN LESS THAN 25c OR LESS THAN 2 LINES.

CONTRACT RATES furnished on application to the Gazette office.
 CLOSING NOTICE—All Want Ads must be received 12 noon of day of publication.
 OUT-OF-TOWN ADS must be accompanied with cash in full payment for same.
 Insertions must be made in accordance with above rates.
 The Gazette reserves the right to classify advertising according to its own rules and regulations.

TELEPHONE YOUR WANT ADS when it is more convenient to do so. The bill will be mailed to you and this is an accommodation service. The Gazette expects payment of your bill on receipt of bill.
 Persons whose names do not appear in other than the City Directory or Yellow Pages must call with their advertisements.

EOTH PHONES 77.

SPECIAL NOTICES

ALWAYS When you think of ? ? ? think of J. C. Deers.

SHAWNEE—Manufacturing and Oil Supply. This work is taken up by Mrs. Queney at her residence at 15 S. High St. Bell Phone 2363.

LOST AND FOUND

LOST—Thursday afternoon, black purse, contained \$14. Finder please leave at Gazette. Reward.

FEMALE HELP WANTED

DAVE BRIGHT—Capable Ladies to do all domestic and sell dealers. \$5.00 to \$10.00 per month. Railroad fare paid. Goodrich Drug Company, Dept. 548, Omaha, Neb.

HOUSEKEEPERS—Kitchen girls, chamber maid, private houses, hotels, etc. L. McCarthy, Licensed Agent, Both phones.

MALE HELP WANTED

BELL BOY—Apply at Grand Hotel.

EXPERIENCED TIN SMITH—For steady employment. Nine hour day. Union wage scale. A. Galpin's Sons, 1000 W. Adams.

JANITOR—Full time steady. State wages, experience and residence. Address R. O. C. care of Gazette.

MAN—Steady work. Apply at once. Dwyer's Mill, Foot Dodge St. Both phones.

SKINNED MAN by year or month on farm. W. J. Florin, Avon, Wis. R. 1, Box 100, Adams.

TEAMSTER—Good steady teamster. Must be sober. Hildner Lumber Co.

HELP, MALE AND FEMALE

DAY COOK—Apply at once. Home Restaurant. Call Bell Phone 1878.

MEN WOMEN copy making sheets, address envelopes, fold, mail, circulars, etc. Good proposition for registered contract literature, particularly Great Western Publishing Co., Box 141 South Bend, Indiana.

WAITER—Experienced waiter and girl to wash dishes. Good wages. Royal Cafe, 13 N. Main St.

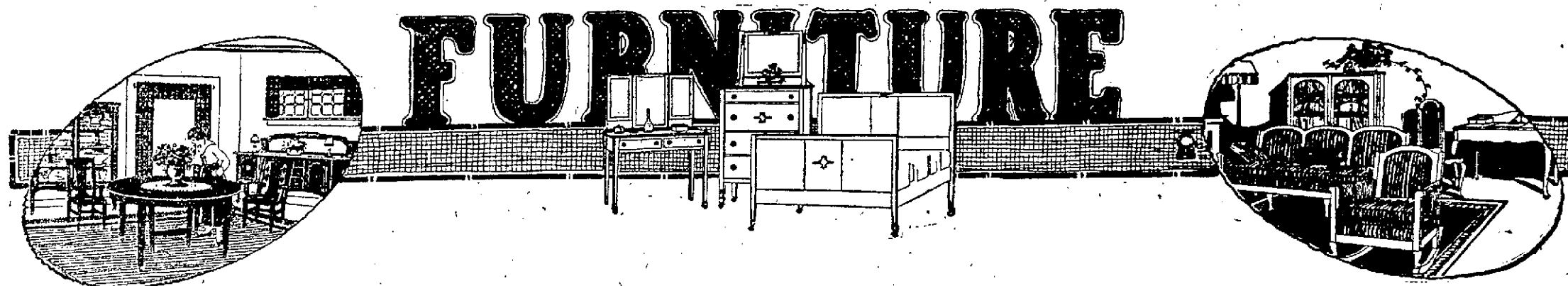
AGENTS AND SALESMEN

SALESMEN—to sell our line of advertising specialties, salesbooks, pencils. Good territory open—liberal contracts. Good proposition for registered contract literature, particularly Great Western Publishing Co., Box 141 South Bend, Indiana.

SALESMEN—Five men with some experience in Wisconsin. Compensation \$250 to \$400 per month. Guaranteed only by ability of salesman. Stetson Oil Co., Cleveland, Ohio.

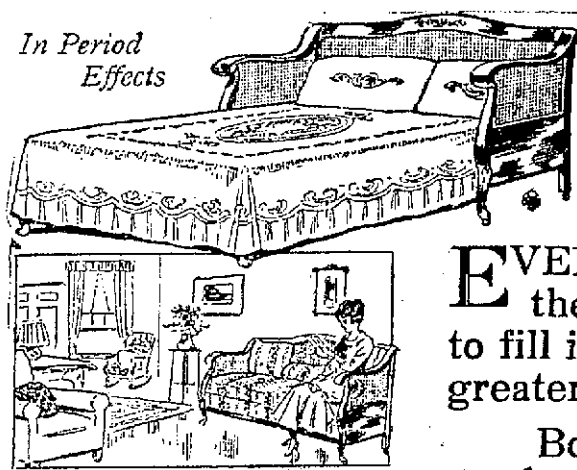
LIGHT HOUSEKEEPING ROOMS

5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-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2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-



Ashcraft's Annual March Sale of Fine Furniture

In Period Effects



From Forest to Mill to Factory to Ashcraft's---
"Where Homes Are Made at Least Cost in March"

Has Your Home Enough Furniture?

EVERY home seems to have its furniture need. Many Janesville homes, whose heads know the trustworthiness of Ashcraft Furniture will profit by the Annual March Furniture Sale to fill in various needs. The number of those who require but a single piece is, of course, greater than those who need a suite or several pieces.

Both kinds of purchasers are welcome—both are sure of good Furniture, intelligently displayed and described.

Big Sale Commences Friday, March 1st

And Lasts a Month

OUR stocks are completely ready for this big sale and *every piece is reduced in price*. Those who have kept pace with the advanced ideas in furnishing the house beautiful, will be delighted to see them embodied here—not merely in a limited way, but in a splendid assortment of suites and separate pieces, for every room in the modern home—and all at surprisingly low prices.

Furniture Went Up Twice During the Past Few Months.

We Are Told To Expect Another Advance This Month.

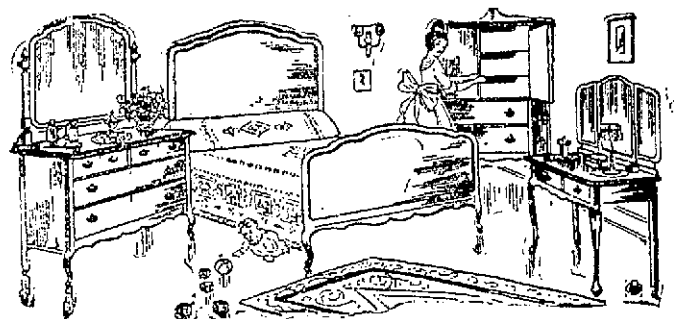
All agree that this advance in price is coming—though the many give us as many reasons. Some say more people are buying furniture now than for many years, young married couples, for instance, who have put it off for a year or so, other families who bought automobiles and have put off refurnishing their home for some time. Others say, and possibly more to the point, that the war conditions actually make advances necessary, the scarcity of woodstains, the great demand for hard woods for gun stocks.

Whatever is the reason, the results are here and they show no more clearly than in the difference in the prices we paid for fine furniture in this Great March Furniture Sale and the prices being quoted today by these self-same manufacturers.

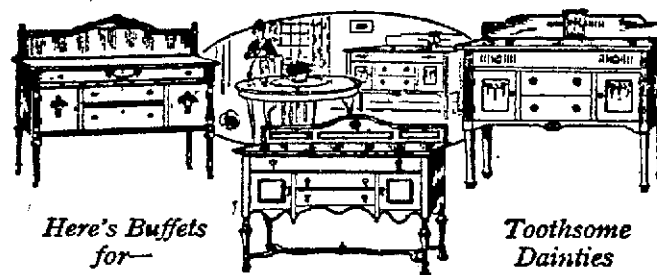
Which brings us to this important point—

In the face of advances and coming advances this furniture is priced on the basis we paid for it months ago when we laid our plans for the March Sale—and every piece of Furniture

IN OUR ENTIRE STOCK IS REDUCED



Every single stick of this furniture comes from manufacturers of the very highest class—artisans of the furniture craft who know so well how to construct furniture to last a lifetime, after period designs—who know how to adapt designs to modern needs, preserving all the character and beauty of the originals, thus developing a new furniture art in America dedicated to a truly useful purpose.



Here's Buffets for—

Toothsome Dainties

Beautiful Examples of Period Furniture

Practical and Artistic Life-time Furniture for the Dining Room, Living Rooms, Bed Room, Hall, etc.

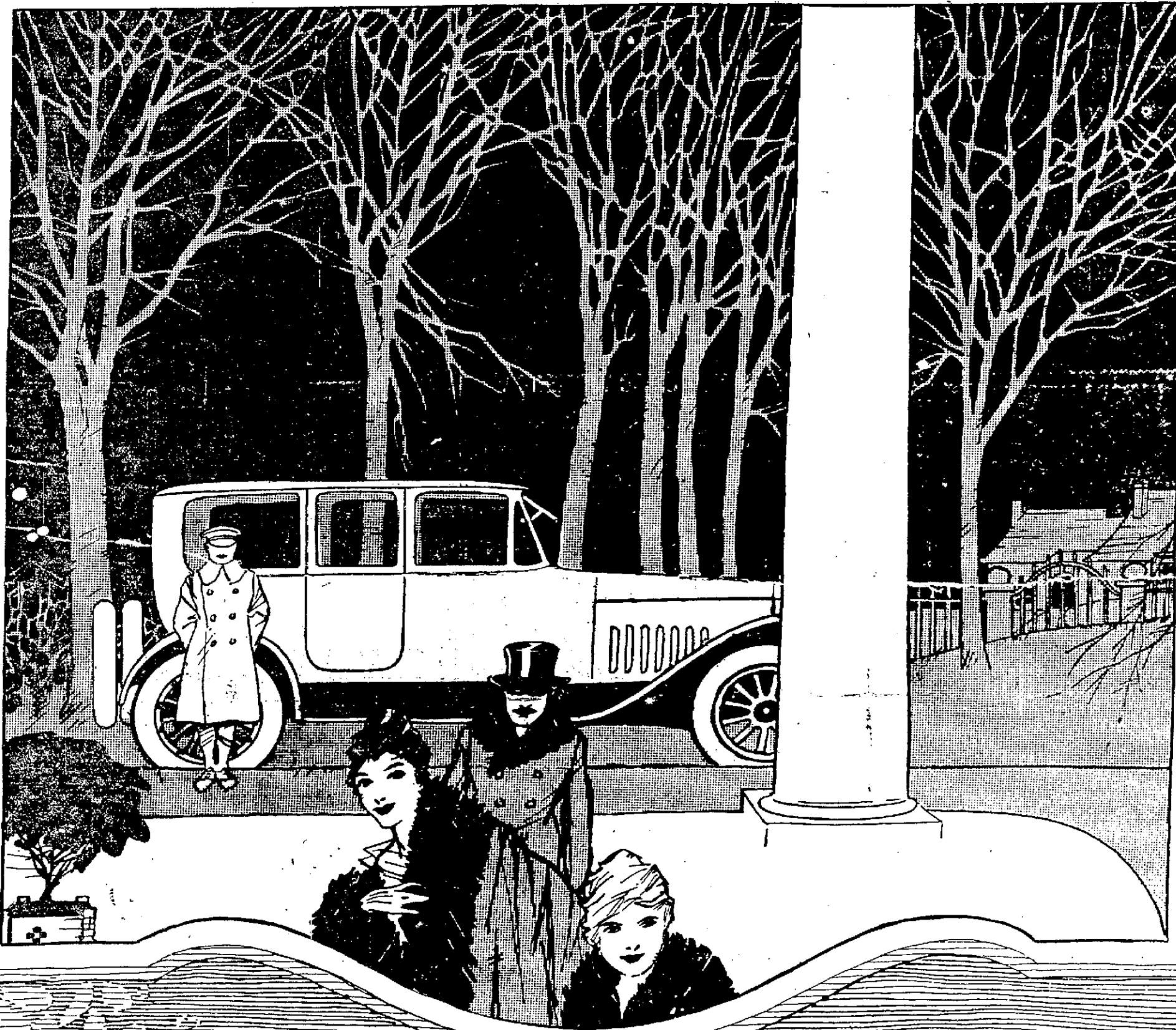
As the Prices Cannot Mean Anything In Print, Please See the Furniture and Then Consider the Prices

Furniture & Undertaking

W. H. ASHCRAFT

104 W. Milwaukee Street

AUTOMOBILE NUMBER 1918



“THE BEST”



Oldsmobile
EIGHT

Kemmerer Garage

206-12 East Milwaukee St.

E. A. Kemmerer, Prop.

Both Phones

ELGIN SIX MAKES REMARKABLE RECORD

A careful review of the reports of the Elgin Six National All Trails Scout Car for its 6,202-mile journey over the Lincoln Highway, from Chicago to San Francisco, thence to Los Angeles, and on to the National Old Trails road to St. Louis, thence to Chicago, received by W. T. Flaherty, local Elgin dealer, shows that the gasoline consumption averaged 19.4 miles to the gallon on this gruelling trip. The car was strictly stock and the hood was sealed, the transmission was sealed, and the clutch was sealed. There was no chance to touch the engine, and no chance to look at the clutch or transmission. The gasoline record for the journey is therefore the more remarkable.

The reports of Roy S. Marsh, the Scout Master, were extremely complete and accurate. His reports show that the valve-in-the-head motor never faltered on the steepest inclines and in the heaviest sands or the deepest mud. Every mechanical detail of the trip was recorded by him, and there was no report of a slipping clutch, even on the steepest mountain climbs. The brakes, according to his reports, gave no trouble whatever. A slipping brake might have caused death on the terrible hills, which the car had to go down in its noteworthy run.

Stamina, dependability and economy were shown all through the journey, and in the reports. The one trouble of the journey reported was a broken flat belt compelling the car to travel from the Mojave Desert to Chicago, without a fan, a test which few cars have been given in long runs.

The car was out over two months, and was given little other than rough usage as there was no opportunity for putting it. The conditions of the road were far from favorable, and the reports show in detail that the car suffered from road conditions to an amazing extent. The late touring season had only just rounded the road into shape where they could be traveled, and the Elgin was almost impelled to break the way through for the large army of tourists who followed in its wake, and who took advantage of the excellent reports given by the Scout Master, and prepared especially for their benefit. The success of the trip of the Elgin Scout Car has decided the Lincoln Highway and other road associations to issue during 1918 bulletins covering the road conditions from time to time, and to have the same plan as the Elgin bulletins, which have attracted so much attention.

WHAT THE NAME BUICK MEANS

(By J. A. Drummond.)
The name Buick is the quality guarantee of an organization with nearly twenty years' experience in building high-grade valve-in-head motor cars.

The present models maintain the reputation earned by the Buick Motor Company of building cars with dignified beauty, extreme comfort, surplus power, and complete efficiency, coupled with attention to those minor details that add so much to the pleasure of possessing a motor car of completeness.

The Buick product provides high quality cars that will give efficient continual service in return for the amount invested.

AMBULANCES ARE NOT SPARED BY DELIBERATE SHOTS OF THE HUNS



A Red Cross ambulance reduced to kindling wood by a German shell.

A well directed, deliberate aim and not a stray shot, as the Hun might have believed, made wreckage of this ambulance on the British front in France. Firing on the Red Cross is only one of the Hun's many ways of expressing his ruthlessness.

STRIMPLE HANDLES COLE AND OVERLAND

Cars That Stand the Test of Time Distributed by This Company.
The J. A. Strimple Company offer this year two lines for prospective motorists to select from—the Cole and Overland lines which include the famous Willys-Knight closed cars. Both lines are distinctive and are worthy the attention of any man who is going to purchase a motor car this season.

It has been announced by John N. Willys of the Overland Company, that sometime during the coming summer his company will produce a small size Overland car in the \$500 class, with all modern car improvements. This will be quite an innovation and is being looked forward to with interest by a number of people and suitable announcement will be made of its arrival.

Pennsylvania Vacuum Cup and Racine Tires are featured by this company who make their own adjustments to the satisfaction of the motorist.

BURTON HAS TRUCK AGENCY

Famous Kissel Line Handled by Local Man.
Mr. Burton says that the wide range of Kissel Truck sizes insure a truck for every purpose and that no matter the size truck your business requires you cannot find more adaptable trucks than Kissel Trucks. All your transportation requirements have been built into Kissel Trucks—that is why they will fit your business efficiently and economically.

KEMMERER FEATURES TWO GOOD LINES

Famous Cadillac and Oldsmobile Sold by Janesville's Largest and Most Modern Garage.

From a small beginning a few years ago the Kemmerer Garage has grown until today it has more floor space than any other garage in the city. A magnificent structure, standing at 20612 East Milwaukee street, it is amply able to care for Janesville's rapidly growing automobile needs for many years to come.

Two lines of cars are handled by this company. The Cadillac, which is shown in the eight cylinder model only but with a very wide choice of body design and the Oldsmobile "Eight" which has attained such wide popularity in the past season. In selecting these two lines Kemmerer was governed by the idea of securing for his customers those cars which represented the utmost in design, service and dependable workmanship and the result was the choice of Cadillac and Oldsmobile. The slogan adopted by this garage is "The Best" and is lived up to all through the business.

Always Rainfall With Cyclone.
Cyclones are always accompanied with rain, generally so violent as to be called a "cloud-burst." When the air is completely saturated with moisture, and a "whirl" is formed, the heated stratum is not carried to so great a height. The upward currents being strong, a vast mass of partially condensed vapor is accumulated in the upper end of the funnel, so to speak, until it finally breaks off its own weight.

TOWNSEND TRACTORS MADE IN JANESVILLE

Rapidly growing industry of which Janesville may be proud—located on South Franklin street.
The Townsend tractor was developed in Beloit, and several were sold and placed in the field before considering a permanent location for manufacturing.

A number of cities were considered, Janesville being selected on account of its liberal inducements, desirable location, good railroad facilities, etc. A small number of machines were installed and productive work started, with four men, in September, 1916. At first it was planned to do only a part of the machine work, but later it proved that it would be more profitable to do all of the work in one factory, so a complete machine shop was equipped, and no work is now being done outside, except a certain amount of boiler work required, and the making of the castings.

It was estimated that twelve tractors, built and placed in the field, would constitute the first year's work, but connections were made with a large selling organization and approximately 100 machines were turned out and disposed of during that time. Arrangements have been made for all the tractors that can possibly be built this year, and it is expected that with the present equipment, 600 will be completed, and additions are being made to increase that number.

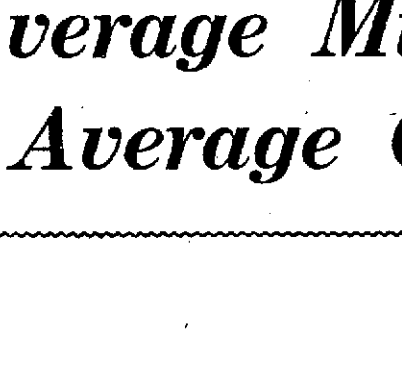
At the present time, orders are on file from practically all the western states and western provinces of Canada. It would not be difficult to dispose of several thousand this season. The present equipment consists of twenty-eight machine tools, all of which are in use, part of them day and night. A 30 H. P. Townsend Oil Engine is being built on the grounds for driving the factory.

The new additions, not yet ready to be occupied, consist of one 32x60 brick building for forge and sheet metal work, one 60x120 brick building for machine shop and assembling purposes, and a 24x26 brick office building, all of which will be in use by the first of May or earlier.

At present fifty are employed besides the boiler makers and molders occupied on the work being done outside of the city.

Suspicious Man.
If a man could be aroused as easily as his suspicions are, there wouldn't be much of a demand for alarm clocks.
—Atchison Globe.

WHY IS IT
that when a girl trains for the musical comedy stage
she tries to develop her voice!



Dinner Stories

A country vicar advertised for an "ineligible" to make himself useful, etc. in his grounds and garden. A likely candidate turned up and, after being questioned upon several points, the vicar said to him:
"You know, we are all vegetarians here, and if I engage you I should like you to conform to our rules. Could you?"

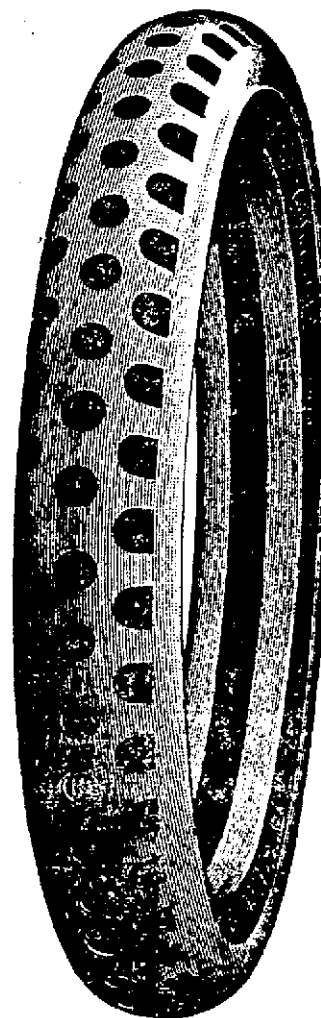
The applicant entered into a brown study, and then at last he replied:
"I think so, sir; but I should like to ask an important question first. Do you reckon beer a vegetable?"

While we are on military matters it might be just as well to give forth to a palpitating world, all eager for anything that has to do with a gun, the latest thing that the enterprising press agent of the marine corps has turned out. This soldier of the sea

tells many stories. You can believe them or not just as you please, writes a correspondent.
He says that knowledge of the rifle and all its parts is an important part of the training given to the marines at their League Island camp. To the raw recruit the rifles are pretty puzzling.
During the morning inspection recently one of the future sea soldiers handled his rifle poorly. The recruit was taken to task by his officer.
"Are you acquainted with the parts of your rifle?" asked the officer, sternly.
"Yes, sir," the recruit replied.
"Well, where is the balance located?"
"I don't know, sir," said the marine, glancing nervously at his rifle. "It was all here this morning."

To Tell the Speed of Trains.
A distinct click is heard every time the car wheel passes over a rail joint. With watch in hand, count the number of clicks in 20 seconds, and that will be the number of miles the train is going in an hour.
The Dough That Father Made.
You can announce it that she is the house guest of her parents, or any way they like, but it generally means that the bride has ambled back for a little home cooking.—Louisville Courier-Journal.
No Official National Song.
There are several American songs of a patriotic character, as "The Star-Spangled Banner," "Hail Columbia," "America" and others, but congress has never adopted one of them as the official national song.

CARSPRING TIRES Guaranteed 5,000 Miles



Are you as careful in the selection of your tire equipment as you are in the selection of the car itself?

If you are not, it never takes you long to discover that the cost of your tire maintenance is all out of proportion to the car's usefulness.

If you don't want to squander your money in costly experiments, try CARSPRING TIRES.

To the average motorist all tires look good when new; CARSPRING TIRES not only look good, but make good, and under the most severe trials.

Furnished in three styles of tread but one quality only.

The patented convex-base vacuum cup tread, employing suction, the only principle effective in preventing skidding on smooth pavements, the cup emptying itself automatically by means of its peculiar formation.

The attractive but simple "C" tread and the regular plain tread.

Come in and ask us about them. We carry a complete stock.

WE OPERATE A FIRST CLASS AUTOMOBILE REPAIR SHOP.

Service Garage

416 W. Milwaukee St.
CLAUDE FREDENDALL, Prop.
Both Phones

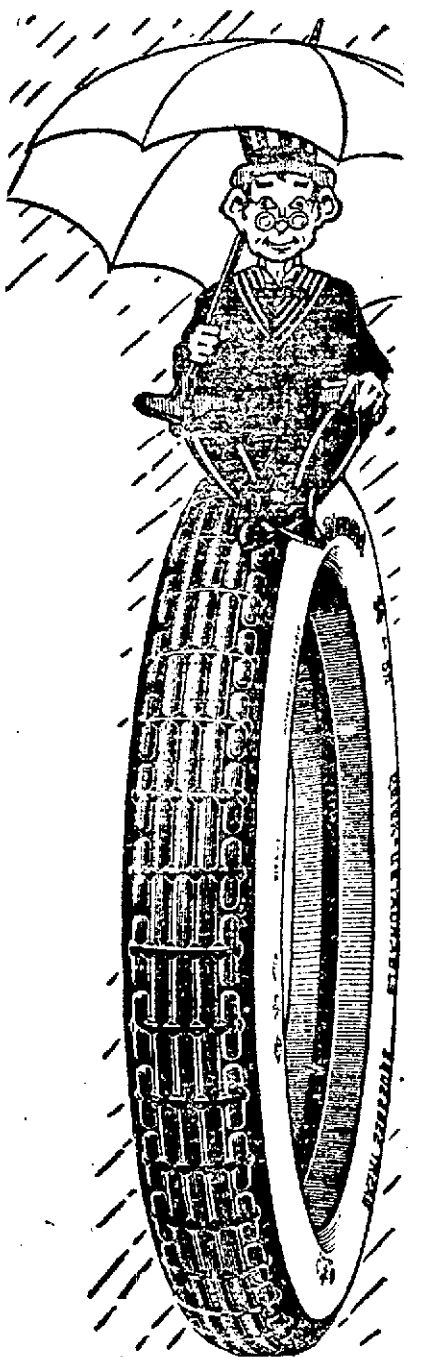
Diamond Tires

"VELVET RUBBER" BLACK SQUEEGEE TREAD

"Better Than Average Mileage
For Less Than Average Cost"

Diamond Tires
"VELVET RUBBER" BLACK SQUEEGEE TREAD RED SIDE WALLS

Sheldon Hardware Company
Distributors for Southern Wisconsin



Ford

THE UNIVERSAL CAR

Order a Ford Car NOW If You Want One This Spring

There Are Several Contributing Reasons Why It Is Going To Be Very Difficult To Obtain a Ford Car When Spring Arrives, Chief of Which Are the Following:

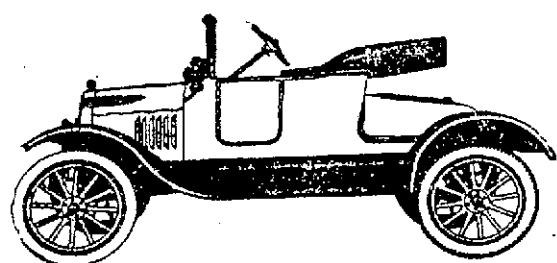
Ford is Making U-Boat Chasers for Uncle Sam.

Ford is Making Aeroplane Engines for Uncle Sam.

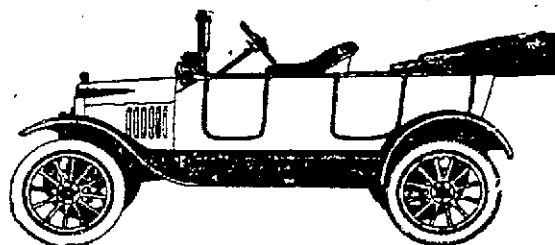
The Heatless Mondays Reduced the Ford Car Output.

And now there is an *EMBARGO ON AUTOMOBILE SHIPMENTS*. Cars will have to be driven overland to make delivery when the roads open up. So that it is evident that you will encounter some difficulty in getting a delivery unless you place your order immediately.

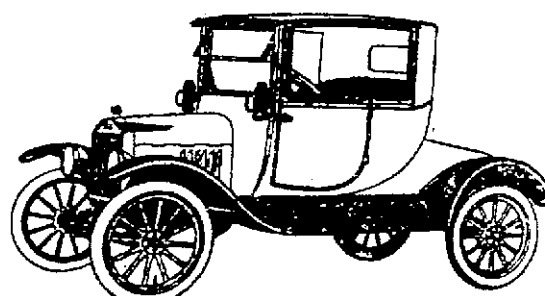
NEW PRICES ON THREE MODELS, Effective February 23: Chassis, \$400; Runabout, \$435; Touring Car, \$450. Other models remain the same in price



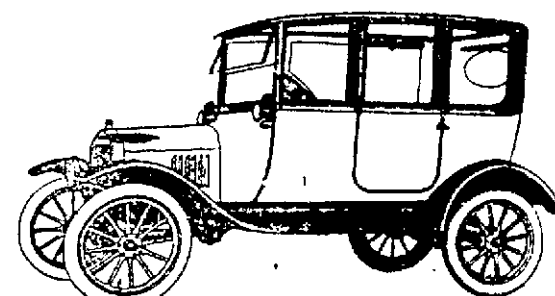
Roadster, \$435



Touring Car, \$450



Couplet, \$560



Sedan, \$695

Town Car, \$645; Chassis, \$400; One Ton Truck \$600. All prices f. o. b. Detroit plus War Tax.

The Very Practical Usefulness of the Ford Car Has Made It a Real Part In the Lives of People

IN addition to the almost unlimited service given by Ford Cars, at the minimum of expense, is the dependable care and efficient attention given to Ford Cars by Ford dealers. There is nothing half-way about this important matter. Ford dealers make it a part of their business to see that Ford Cars keep running. To this end they have up-to-date mechanical equipment with experienced workmen who know Ford Cars "like a book." So here is a service with a service that means satisfaction with profit.

Order a Ford Car NOW. Any of the Authorized Ford Dealers Listed Below Are At Your Command, for Both Cars and Service

Robert F. Buggs, Janesville and Milton Junction.
Miller & Wynn, Evansville. Tellefson's Garage, Edgerton.

COST OF OPERATION CAN BE CUT EASILY BY CAREFUL AUTOIST

Patriotic Motorist May Reduce Expense All Along Line If He Wants to.

WASTE IS ONE OF SINS OF THE AUTOMOBILIST

More Attention to Details Means Less Expense—Also Better Performance.

This is war time, and war time means economy time. American motor car owners have been to an extent spoiled in past times by the comparative cheapness of commodities entering into the manufacture and operation of their vehicles. When products are cheap, the temptation to waste is almost irresistible, and we are essentially a nation of wastrels. Today, however, prices of most motoring necessities are rising and there is real need for practicing economy.

The large majority of motor car owners are ignorant of the ways and means of accomplishing any appreciable saving in the operation of their cars. The principal points in which worthwhile savings may be effected are in fuel and oil consumption, tire wear, and general wear and tear.

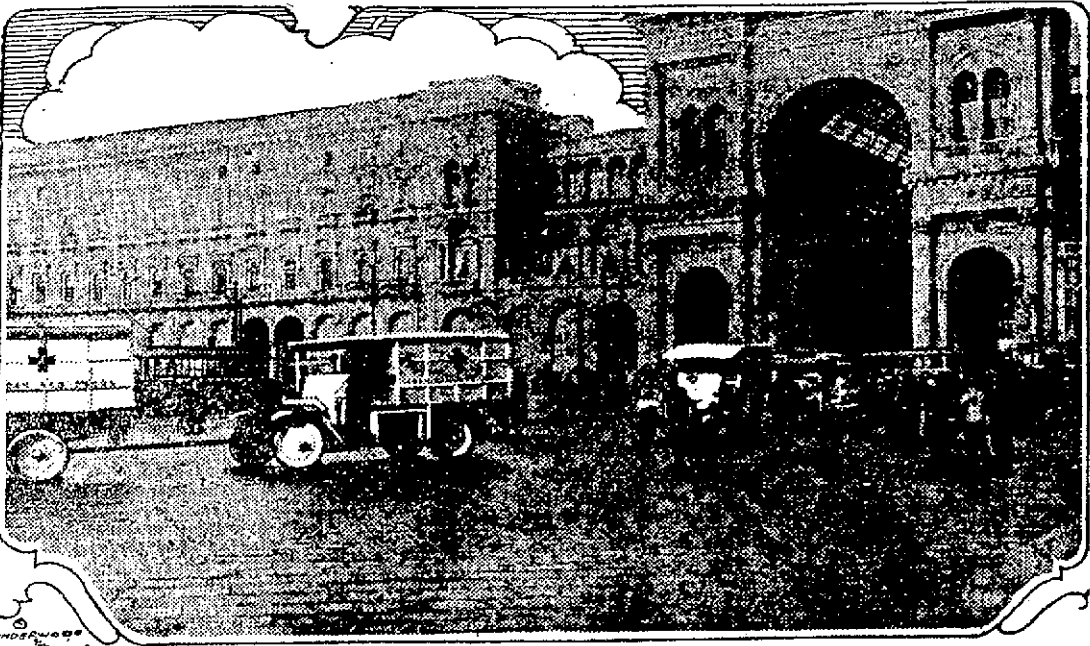
The first item to consider is fuel, and the car owner should not scorn the small savings in this connection, for in their aggregate they make a formidable total. To begin with, every owner should reduce the idling periods of his engine to the smallest possible minimum; he should stop every smallest gasoline leak and should have the carburetor adjusted so that it consumes the smallest quantity of fuel consistent with efficient running. Attention to these three details of operation and adjustment will save many gallons of gasoline per annum for each motorist who needs the warning.

Reduce the Friction. Next it is essential to reduce to its minimum the friction in the mechanism and this must be accomplished by proper lubrication. Freedom from carbon in the cylinders promotes fuel economy. Efficient functioning of the ignition system is a vitally important factor in any attempt to obtain economy of fuel consumption.

To obtain maximum ignition efficiency the owner must pay strict attention to the battery, wiring, spark plugs and other units of the ignition system. If the spark is not correctly timed or lacks life, the fuel vapor in the combustion chamber will be but partly fired or will explode at a time when some of its force will be wasted.

Further, there must be no leaks in the engine itself, as distinct from the

AMERICAN RED CROSS AMBULANCES AID ITALY



Red Cross ambulances from U. S. crossing Milan street on way to front.

American Red Cross ambulances, sent to Italy when the cry for help went out to the allies after the recent retreat began, are now doing duty at the battlefield. The photo shows ambulances in Milan crossing the Piazza del Duomo on their way to the battlefield.

fuel system. Valve leakage is one of the commonest causes of lost power, which in the final analysis means excessive gasoline consumption, since it will require additional fuel expenditure to make up for the waste. The valves must be kept accurately seating all the time, because a small leak here will cause a large waste of fuel.

Out Out the Waste. In the interior of the engine a great deal of unneeded waste will result from piston rings that are too loose. When this condition develops a quantity of the fuel forces its way down past the rings into the reservoir and is, of course, wasted. The owner who has reason to suspect this condition should try fitting some of the leak-proof piston rings of patent construction, designed to correct just this fault.

This same condition is sometimes produced by the use of lubricating oil of too light a body. The oil is thinned by the heat present under running conditions and lacks the viscosity to make a perfectly gas tight seal at the piston. As a result the fuel forces its way past the rings and into the reservoir.

Then there is the possibility of utilizing heavier and cheaper grades of

fuel. Most modern cars will run on the cheapest grade of gasoline and kerosene in the proportion of one gallon of the latter to three of the former. Obviously certain adjustments in the carburetor will have to be made, perhaps by the service station, but the saving in cost between gasoline at 25 to 35 cents and kerosene at 12 cents per gallon justifies the trouble.

If the owner desires to try out one of the kerosene carburetors or other devices for using this heavier fuel, he should get one that is sold on approval or a money back guarantee, so that he may find out if the apparatus works satisfactorily on his vehicle before he makes the final purchase.

Things To Watch. Fuel waste in the form of power loss is not confined to the power plant. For instance, much power may be wasted at the clutch, if this part is not functioning properly. If the clutch slips excessively, potential power is being wasted. The cone clutch with leather facing may need a treatment with fuller's earth or neatsfoot oil or perhaps the spring tension requires adjustment. In the dry disk there may be gum on the plates or the springs may need at-

tention. In oil, disk clutch may have burned out one of its plates, the spring pressure may be wrong or the lubricant diluted with kerosene.

Wherever there is a moving surface not thoroughly lubricated, there is wasted power. Lubrication must be copious, complete and correct if the full power producing value of the fuel consumed is to be obtained.

Then there is the question of tires. It is an unquestioned fact that power is wasted when the tires are operated under-inflated so that an excessive area of the tread comes in contact with the ground. Incidentally, while this practice, all too common among American motorists, wastes fuel, it also injures tires, which is an expensive form of waste. It is better to run the tires at a few pounds over the prescribed inflation point than a few pounds under it.

Check Up Wheels. In addition every owner ought to have the alignment of his front wheels checked up once in four months. When the tires are running out of alignment a scraping movement is set up, which not only wastes power, but wears out the tires very quickly. The owner who cares anything for his pocketbook probably needs no hint as to the desirability

of plugging all cuts in the rubber tread as soon as they appear.

If the suggestions made above are conscientiously heeded, the result will be an appreciable saving for the individual owners of motor vehicles and an enormous saving in our national resources of motoring necessities, which are part of our equipment for waging the present war. The man who operates his car with real economy is not only benefiting himself, but is performing a patriotic duty at a crisis in his country's history.

WAR INCREASES USE OF LINCOLN HIGHWAY

More Than \$2,500,000 Expended on Improvements During 1917.

Over \$2,500,000 was expended in improvements on the Lincoln Highway during the last year, says Secretary A. F. Bement in his report of the Lincoln Highway association activities

for 1917. At the end of its fourth year the highway is in far better condition than its founders had expected would be possible within that time.

The Lincoln Highway is in no sense a boulevard leading from one coast to the other, but it is a through, connected and well-marked road entirely across the country; and the most gratifying constructive endeavor has been centered upon it during the year in each state traversed. Sustaining members of the association paying annual dues of \$5 each for the support of the organization, are now numbered in every state in the union.

Field Secretary H. C. Ostermann spent more time upon the highway in 1917 than ever before covering every foot of the route from New York to San Francisco, repeatedly covering certain sections of the road, and at every point taking up various details connected with the promotion of Lincoln Highway interests.

War conditions have brought about a very general appreciation of the value of the Lincoln Highway as an auxiliary to the railroads in facilitat-

ing transportation and the officers are anticipating an even greater increase during 1918. Indications to this effect are pointed in the action of the state of Illinois in preparing to complete the hard surfacing of the Lincoln Highway from state line to state line in 1918; in the preparations being made by the government for the use of motor truck trains for more or less extended hauls, and in the generally expressed determination of the county and state officials in each state traversed by the route to undertake actual construction at the earliest opportunity in the spring in line with the policy of rapid improvement urged by the Council of National Defense.

That Atchison Boy in K. C. There is a young man who is known as mamma's darling in Atchison, but down in Kansas City they say he is a regular papa's tom cat.—Atchison Globe.

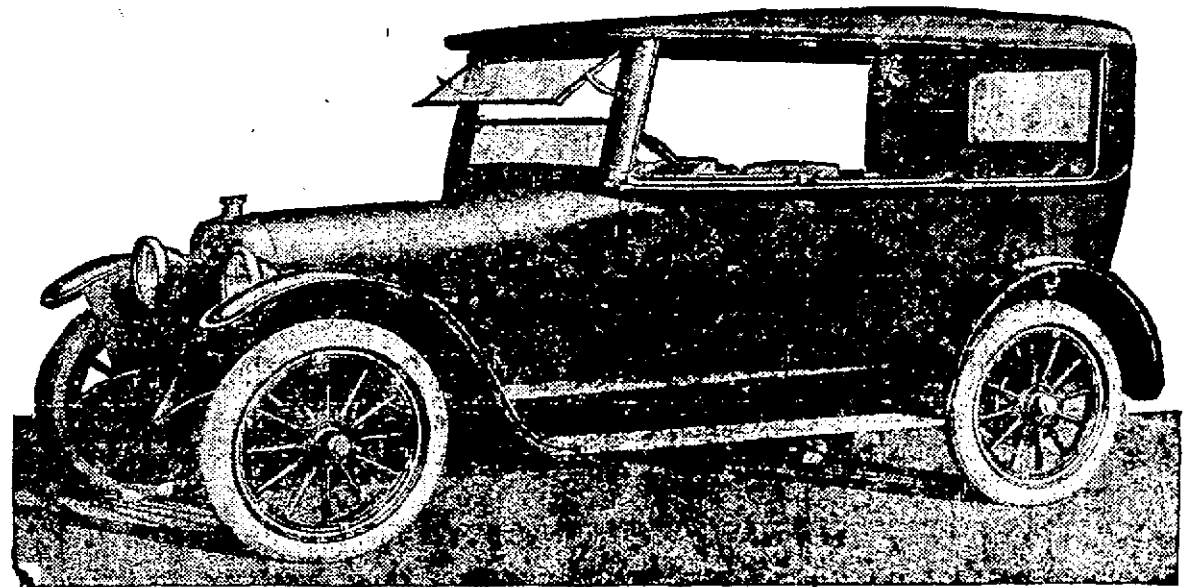
Automobile Tires To Fit Any Purse CONGRESS WEARWELL

Hand Made, Extra-PLI Tires
BICKNELL MFG. & SUPPLY CO.

22-24 NORTH ACADEMY STREET

JANESVILLE

WISCONSIN



Moline-Knight Model "L" 40 H. P. Five Passenger Touring Sedan. Price \$2280.00.

MOLINE-KNIGHT

*An Artistic Car With a
Warrior's Heart*

Exquisitely modeled and built, a smart traveler of city street or country road, the Moline Knight is nevertheless a car to meet the hardest test of service. Its smart elegance, prized by the fastidious motorist, adorns a rugged, power and dependability, every motorist needs.

The modish Moline-Knight is built around an engine at home alike on battlefield and asphaltum drive. Canada specified a Moline-Knight sleeve valve motor for its War Truck. British military engineers would have none but a Knight in the Tanks. Here in America, New York and Chicago motor buses in motor distress called the Moline-Knight to the rescue.

Noiseless, immune to carbon corrosion and pre-ignition, it is the de luxe engine for the de luxe passenger car.

Learn the gracefulness and elegance of the Moline-Knight Special De Luxe, the Sedan and the Chummy Roadster in both 40 and 50 H. P. models.

Each is a classic, but we urge your especial consideration of the Moline-Knight Special De Luxe, a seven passenger luxury car for fastidious motorists; \$2250 F. O. B. factory.

Let us take you for a rapid spin—over the roughest road you may care to pick—and prove what a Moline-Knight motor in a Moline-Knight car means in comfort and all-around motoring enjoyment.

ROESLING BROTHERS
Agents. Both Phones.



Modern Electric Most Economical Pleasure-Utility Car Built

Soaring gasoline prices emphasize the low cost of electric power.

The supply is unlimited, it is so much less expensive, cleaner and altogether more agreeable.

And electric power driving the modern electric is quite a different thing from the electric of other days.

The modern light, low hung Milburn is the pleasure-utility car of the hour—if you stop and think of its advantages you'll own one.

JANESVILLE CONTRACTING CO.
OFFICE WITH ELECTRIC CO.

FORD MOTOR PLANT NEAR DETROIT IS BIG CITY ALL IN ITSELF

Factory Occupies 305 Acres. Employs 30,000 Men. 3,000 Cars Daily.

THIRTY TONS OF COAL
USED EVERY HOUR

Whole Organization Works With
Watchlike Precision—One
Big Family.

Generally, when speaking of the Ford Motor Co., as an industry, the average person just imagines a large plant, a large number of employees, a lot of machinery and tools—and the finished car. Little attempt is made to grasp the magnitude of the organization that employs and operates a seemingly countless number of machines of every character and description.

To produce 3,000 cars in a single day is an undertaking and an accomplishment far beyond the average conception. Employees must be organized and machinery run as one big unit.

The Highland factory, near Detroit, occupies a plot of ground that consists of 305 acres. There are 88.32 acres of floor space actually under roof. Over 30,000 men are employed in this plant, and their wages total around \$4,000,000 per month. This is exclusive of the office employees, who number about 950, and whose salary roll is about \$115,000 monthly; not including executives and department managers.

Working in conjunction with the parent plant are 39 branches and assembly plants, occupying a space of 7,178,840 square feet, or 164 acres. These plants alone over 10,000 men employed.

During the last fiscal year 785,432 cars were built and sold.

Based on an output of 700,000 cars the following figures give you some idea of the material used:

Three hundred and twenty-five tons of steel, 98,000,000 square feet of tin material, 2,800,000 each of wheels and tires, 3,500,000 lamps, 12,775,000 feet of vulcanized rubber, 24,701 miles wiring for magneto, 59,470,000 square feet sheet metal for fenders and cinders, 22,471,850 feet tubular radiator rods.

This year the production schedule calls for 800,000 cars. During the month of September 7,438 cars were built and the following month, October, 75,975 cars were manufactured. Previous records show 88,706 for May, 1917, and 3,488 for one day, June 22, 1917.

To distribute this enormous number of cars is another complex problem which has been successfully solved by the Ford Motor Co. There are 29 direct branch houses and assembly plants are placed at strategic points throughout the country, while under the jurisdiction of these branches there are over 9,000 Ford agencies.

The different parts of the car are manufactured at the home plant and then shipped to the assembly plants where they are assembled in the finished car. In this way the problems of transportation is successfully solved, and congestion relieved to a great extent. It took 125,551 freight cars to handle material and move the production for last year.

Hundreds of Machines.
To furnish motive power it requires the driving energy of nine composite gas-steam type engines which develop a 54,000 combined horsepower. These engines are located in the big power building, which is 150 wide by 400 feet in length, the distance from the ground to the top of the smokestacks is 300 feet. In the construction of the power plant 5,200 tons of structural steel were required.

Each engine weighs approximately 1,700,000 pounds, has a stroke of 72 inches. The steam units weigh 700,000 pounds and the gas unit 800,000, together with generator and fly wheel of 200,000 pounds each. The overall measurement of each engine is 32 feet in width and 72 feet in length. They each occupy a floor space of 2,704 square feet. The design and detail of these engines originated with Mr. Ford, and were carried out

WOMEN DRIVERS SOLICIT CARS TO PUSH SALE OF WAR SAVINGS STAMPS



Chicago emergency driver tacking up the call.

The emergency drivers of Chicago, a woman's organization, has started a canvass of Chicago for the loan of all automobiles not in use by their owners to be employed in the campaign to spread the gospel of War Savings Stamps. The photo shows one of the drivers tacking a poster appeal on the side of a building.

by Ford engineers under his directing instructions.

Economy of Operations.
The coal consumption in producing gas and steam for the engines is only 30 tons per hour, which speaks well for their efficiency. In addition to the steam 42,700,000 cubic feet of producer gas is consumed daily. Added to this there is 2,400,000 cubic feet of gas used for various other purposes, which brings the consumption of gas up to 45,100,000 cubic feet per day.

To maintain this efficiency the human element is the most vital factor. The whole Ford organization works with watchlike precision as one big family. Every man doing his respective duty with a cheerfulness and alertness that is decidedly noticeable.

The Ford factory is now turning out U-boat Chasers and Aeroplane engines for Uncle Sam, thus cutting in to the pleasure car production to a very appreciable extent. A recent ruling prohibits the shipment of cars by freight, and any car which is delivered must be run overland. Priority shipments of Grain, Fuel, Livestock and local shipments come first in the need of the nation.

Ford Service Stations in this vicinity are Robert E. Bugge, Janesville and Milton Junction, Miller & Wynn, Janesville, Tellefsen's Garage, Edgerton.

LAWTON SELLS IMPERIAL OILS

The famous Imperial oils and gases handled by W. M. Lawton, who has offices at No. 108 N. Main street, have won many friends among Rock County motorists because of their uniformly high quality and consistent performance under all sorts of weather and conditions. The business is at all times under the personal supervision of Mr. Lawton who aims to render the very highest class of service to motor car owners.

"One can get an idea of what we are up against by the fact that the French Government is building 1250 of the Foyers du Soldat, or 'Y' huts, for the French Army, and an American Division of 27,000 men is scattered at many points where French 'Y' huts will be in charge of the American Young Men's Christian Association.

"Where the soldiers of a division are at front lines, the 'Y' huts are complete and efficient work, so that not a drop is lost. Each truck driver and truck master is provided with a book issued by the Government, authorities which is carried throughout France at the many essence depots. The driver need only present his little book to the Frenchman in charge, who pours out very carefully, just so many litres of the valuable fuel.

"We can learn much from the French and the English systems of mechanical transportation," Mr. Wilson remarked. "A long train of the great 'camions,' with its quota of forty to forty-five pollus is able to make an average speed with a full load of nine and a half miles an hour. This is rapid transportation of soldiers. In more than one instance the great motor 'lorry' has saved the day for both the French and the English. The roads of France are splendid, and are well kept up but they are now beginning to show wear under the extreme heavy traffic of the truck squadrons.

"We must look to the motor truck more and more during this war. The French railroads are doing splendidly to handle the enormous traffic demanded by our army and the Young Men's Christian Association, and it is able to continue to do all this as the problems of the war increase. In many cases, getting both food and news of the outside world to the Association huts can be accomplished only through the motor trucks. Transportation is one of the most vital problems of the war.

"It is only because we wish to serve the soldier that we seek to help him by keeping the trucks running, the lines of communication open, and the well there, showing the approximate positions of the front lines. The needs of the individual divisions are constantly known at the headquarters. The cargo of every car is checked and inspected by the stores department, and thus each truck is sent on its way in an explicit and definite order.

"Not a Drop Wasted.
Gasoline, or essence as the French call it, is controlled in a very complete and efficient way, so that not a drop is lost. Each truck driver and truck master is provided with a book issued by the Government, authorities which is carried throughout France at the many essence depots. The driver need only present his little book to the Frenchman in charge, who pours out very carefully, just so many litres of the valuable fuel.

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"We can learn much from the French and the English systems of mechanical transportation," Mr. Wilson remarked. "A long train of the great 'camions,' with its quota of forty to forty-five pollus is able to make an average speed with a full load of nine and a half miles an hour. This is rapid transportation of soldiers. In more than one instance the great motor 'lorry' has saved the day for both the French and the English. The roads of France are splendid, and are well kept up but they are now beginning to show wear under the extreme heavy traffic of the truck squadrons.

"We must look to the motor truck more and more during this war. The French railroads are doing splendidly to handle the enormous traffic demanded by our army and the Young Men's Christian Association, and it is able to continue to do all this as the problems of the war increase. In many cases, getting both food and news of the outside world to the Association huts can be accomplished only through the motor trucks. Transportation is one of the most vital problems of the war.

"It is only because we wish to serve the soldier that we seek to help him by keeping the trucks running, the lines of communication open, and the well there, showing the approximate positions of the front lines. The needs of the individual divisions are constantly known at the headquarters. The cargo of every car is checked and inspected by the stores department, and thus each truck is sent on its way in an explicit and definite order.

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TOWNSEND TRACTORS MADE IN JANESVILLE

Rapidly growing industry of which Janesville may be proud—located on South Franklin street.

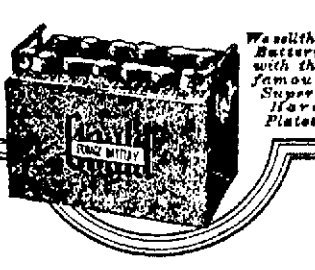
How Could There Be? Biram—"No parking" Well, I reckon not! There ain't a tree or bench in sight anywhere!

Has Your Battery Got the "Kick" in it?

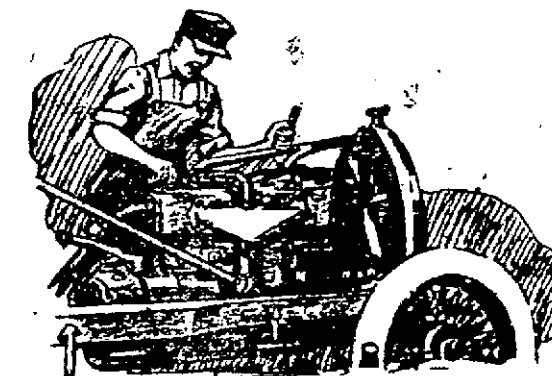
If it hasn't something is wrong. Bring it in to us and let us diagnose the trouble before permanent injury results. It will cost you nothing to find out the true condition of your battery and it may save you costly repair bills later on.

Batteries, like tires, need periodical attention. To get the full service out of your battery, have us inspect it at least once a month. Why not begin today?

Janesville Contracting Co.



The Care of Your Car Determines Its Service



If you expect your automobile to give you efficient service whenever you need it, you should have it looked over by expert repair men occasionally.

"A stitch in time saves nine" holds just as true in the automobile business as in any other.

We are giving scores of Janesville motorists the kind of service that keeps their automobiles in first class running order, at the minimum of expense.

The fact that we don't have any of the usual "slump season" in our business, but are always busy is conclusive evidence that our efforts to serve well are appreciated by our customers.

You Take No Chances With a Rayfield Carburetor

The Rayfield Is Guaranteed To Give Satisfaction

You can prove what we claim, at our risk. Read the guarantee.

Regardless of make of car or type of carburetor in use, we guarantee the RAYFIELD carburetor to give the following results:

Easier starting
A lower throttled motor
Faster getaway
More speed

Greater power on the hills
A smoother, more flexible motor
And at the same time from 20 per cent to 50 per cent more miles per gallon

All RAYFIELD Carburetors are sold with the understanding that if they do not give absolute satisfaction they may be returned prepaid any time within thirty days from date of invoice and full purchase price will be refunded.

THINGS YOU WANT TO KNOW ABOUT DANN INSERT

"The Lubricated Spring Leaf Bearing"

What It Is

DANN INSERT is a bronze bearing, designed to fit between all the leaves of every spring, from tip to tip, and is so constructed and provided with lubricant within itself that it automatically furnishes continuous lubrication to all the bearing surfaces between the spring leaves and permits them to slide with a minimum of friction upon each other, thereby giving to the spring the resiliency which it should have at all times and maintaining it in that condition. This permits the spring to perform its function properly. The special graphite compound will not flow liquid.

What It Does

DANN INSERT absorbs road shocks, prolongs the life of the springs, stops the spring squeaks, saves the tires, reduces the stress and strain under which a car is ordinarily obliged to labor, saves the machinery from the destructive forces of vibration, and keeps the springs at their highest point of efficiency at all times, makes riding a pleasure, and relieves the passengers of that nerve-racking strain caused by continuous vibration.

How It Does It

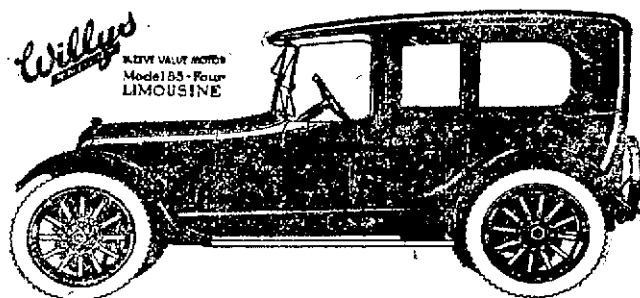
Spring are designed to absorb vibration, jolts and shocks and when equipped with DANN INSERT effectively accomplish the designer's purpose, because then the spring leaves are able to slide freely upon each other without friction or sluggishness, and this being the case, the spring is then sensitive to the slightest road impact, and instead of storing up a quantity of energy and releasing it upon the body and frame of the car and the passengers, it vibrates freely beneath the chassis and dissipates to a remarkable degree the vibration which commonly causes most of the difficulties experienced in the loosening up of the parts of an automobile.

Equip Your Car Now With DANN INSERT.

OUR SERVICE WILL PLEEESE YOU. TRY US.

Oliver J. Gleason

Kemmer Garage Service Dept.
206-212 E. Milwaukee St., Janesville, Wis.
Rock County Phone 1287; Bell Phone, 20.



A Truly Magnificent Automobile, \$2325

FOR all the year 'round motor service Willys-Knight Closed Cars are thoroughly satisfying.

Aside from their captivating style appeal—aside from their luxurious comfort and convenience—they give you a distinctive and important advantage—

For they have the Knight sleeve-valve engine—the quietest engine ever designed, and the only engine that actually improves with use. Desirable in any car, the quietness of this smooth-running engine is doubly desirable in closed cars.

Never have greater restfulness and comfort been built into closed cars. Their superb riding qualities must be experienced to be appreciated.

Only through the economies made possible by large production and highly developed efficiency can such luxurious equipages be produced and sold at Willys-Knight prices.

J. A. STRIMPLE COMPANY

219 E. Milwaukee St. W. T. ALDERMAN, Mgr.

PLENTY OF 'GAS'; SHOULD BE USED, SAYS WAR BOARD

Petroleum Experts Now Find Surplus Instead of a Shortage.

Completely reversing itself on its previous warning to motorists that only extreme economy would prevent a gasoline famine, the petroleum war service committee, of which Mr. Bedford is chairman, has issued this statement:

"It is important that the American people understand fully the factors governing the supply of petroleum products in this country. The chairman of the petroleum committee of the Council of National Defense some months ago pointed out the importance of conservation of gasoline. The situation at present may be summarized as follows:

"There is no shortage of gasoline for use in this country. As a matter of fact, as a result of the light domestic demand incident to the winter weather, the stocks of gasoline are increasing and will further increase before the heavy summer demand is encountered.

Gas Waits for Ships.

"While there is an increasing demand abroad for gasoline for use by our own army and navy, as well as by our allies, the limiting factor is shipping tonnage. All the gasoline is now being forwarded for which ships are waiting.

"Experience and inquiry make it clear that the petroleum industry in America can and will supply all the increased demand for oil products for the war. The fact that tank steamers can be obtained. It is estimated that in 1917 not over 25 per cent of the gasoline produced in this country was exported. That fact should be reassuring to any one who doubts this country's ability to supply the war requirements of our own and our allied governments for this important product.

"The need of immediate importance is that there be no relaxation in the production of fuel oil. This material, liquid fuel, as it is often called, is used by the burning vessels of the navy, by practically every industrial plant engaged in the manufacture of munitions, shipyards, gas plants, and even by some of the railroads. The consumption of fuel oil is much greater than the consumption of any other of the various products obtained from crude petroleum.

Grades in Crude Oil.

"Crude oil, as it comes from the ground, is a mixture of light and heavy hydrocarbons, which in the still vaporize at different degrees of heat. The light hydrocarbons (those which distill off at comparatively low temperatures) are known as gasoline. The heavier hydrocarbons (which remain after the distillation of the lighter fractions) can be utilized for fuel purposes. Most of the crude oil produced in the United States are not satisfactory for fuel purposes until after the lighter fractions have been removed.

"There are two reasons for this: (1) Crude oil has no flash—that is, one cannot specify the definite point at which it will ignite; it is dangerous to handle or burn in its natural state. (2) The lighter hydrocarbons evaporating as gas at ordinary temperatures. This is why Lloyd's and other authorities insist that fuel oil must have a flash test of 150 degrees Fahrenheit, which means that at temperatures below 150 degrees Fahrenheit no gas will be given off and the fluid will not ignite. (2) Fuel oil of 150 Fahrenheit flash test has a greater value than crude oil in its natural state, owing to the presence in the crude of the lighter hydrocarbons.

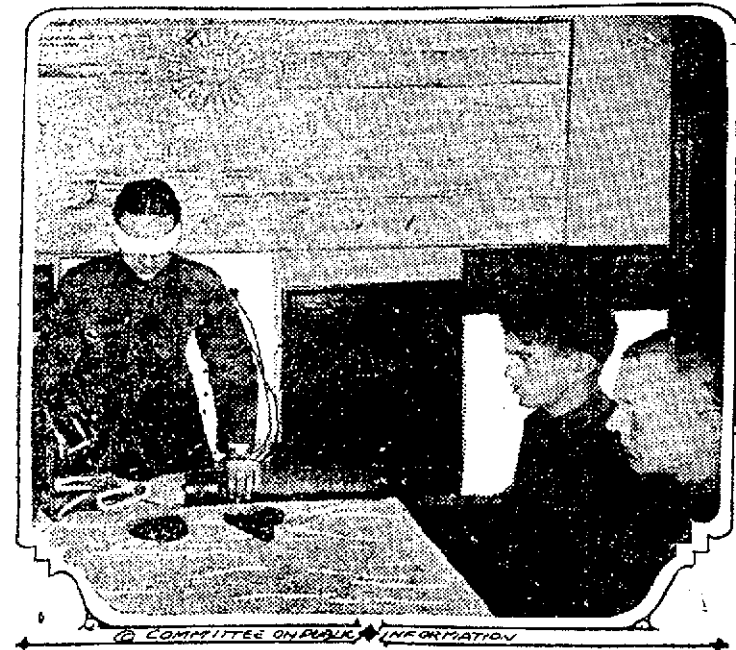
War Demands Fuel Oil.

"From the foregoing it must be evident that the war requirements demand that the refining of crude must be based upon the principle of obtaining the necessary quantity of fuel oil. Fuel oil is, therefore, the starting point.

"The fuel oil requirements must be first supplied and it naturally follows that, under ordinary circumstances, in increasing quantities of crude to meet the growing demand for fuel oil, increased quantities of gasoline will be produced. By means of the 'cracking process' or the breaking up of the heavier hydrocarbons into lighter hydrocarbons, fuel oil can be further refined to yield additional gasoline.

"It is, indeed, most fortunate for the petroleum industry in this country that there is a ready market for both products, for if the demand for one was out of proportion to the demand for the other such a condition would materially reduce the total quantity of crude which would be refined. It is, likewise, important that as long as it is impossible to ship more gasoline than is now being forwarded to Europe, the broadest possible market be afforded for gasoline.

MEN IN MACHINE GUN SERVICE CAN TAKE 'EM APART WHILE BLINDFOLDED



A man in the machine gun branch assembling a gun while blindfolded.

The men in the machine gun branch of the service are required to become expert in the care and use of their instruments. They are so familiar with the parts and construction of the guns that they can deal with them under almost any circumstances. The photograph shows a member of a machine gun squad taking the gun apart and assembling it again while blindfolded.

which is available for use in this country.

"Lack of Storage Space. Unfortunately, gasoline cannot be stored in large quantities for lack of storage facilities, which cannot now be built. It is, however, important as the chairman of the petroleum committee some time ago emphasized, that there be no wasteful use of gasoline. In wartime it is unnecessary to point out the advantages that accrue to any nation from husbanding all of her resources.

"Gasoline is a product which, while essential to the waging of the war, has been used not merely as a necessity, but in part at least as a medium of convenience or pleasure. This refers particularly to the consumption of gasoline in pleasure cars. If there should be a material decline in the production of crude, or if the increased demand for fuel because of the war should make it necessary to divert to fuel oil that part of the crude which today is being 'cracked' into gasoline, then and only then would it be necessary to curtail the deliveries of gasoline."

"Well," announced Father Suber before his family at dinner assembled, "I bought a machine today."

"Oh Henry," sighed his wife, "G. Whilkens," commented Jimmy, aged six.

"Also," W. Shakespeare, supplemented Genevieve, whose age is not to be discussed.

"Can I learn to run it, Pop?" inquired William, who had had 15 years experience with the ways of the not unsung universe.

"Yes, my son, I think you can," descended Father S.

"Can I use it Saturdays when there ain't no school?"

"I think it would be an excellent idea for you to do so."

"And can we keep it right in our barn so I could use it at noon-hour sometimes?"

"I had planned on that."

"Gee! What kind of a machine is it, Pop?"

"It is a center-control, four-speed gear-driven, ball-bearing, self-starting, air-cooled, puncture-proof-tires, rotary action lawn-mowing machine," explained the paternal ancestor. And silence was once more rampant—Judge.

"TIPS ON HEADLIGHTS. Some of the light defusers or devices designed to redirect the rays of light are designed to be effective only when in a certain fixed position. Vibration may so loosen the glass in the time that the glass will be permitted to creep around, in which case the whole scheme fails. Not all headlights have means of anchoring the glass permanently, so it is a matter for the owner's attention to see that the glasses are properly fastened in place. If screws are used, it might do to insert a loc washer under each one.—'Sparks.'"

Beautiful booklets on Yellowstone Park and other scenic Western points for free distribution at Gazette Travel Bureau.

COMPARISON BETWEEN MILBURN AND GAS CAR PRICES

(By D. J. Marcus of the Janesville Electric Company.)

Does a Milburn Light Electric cost more than a Gas Car?

Suppose you can buy a fully equipped gas car for \$1,000. Don't you get a touring car body? Try to find a gas car that has a coupe body and see what you can buy for \$2,000.

Eighteen months back, when the Milburn was selling for \$1,585, a certain small gas touring car was selling for \$600. That company decided to make a car with a closed body, and its price was exactly \$1,585—the same as the Milburn model 28.

The Milburn today, at \$1,885, is more beautiful, better built, more serviceable car than any two-thousand dollar gas car with an inclosed body.

But that is only the first cost part of it.

Check up on the monthly up-keep and the saving realized through the operation of the Milburn, in comparison with the cost of operating the gas car, would amount to a high rate of interest on an investment of \$5,000.

Electricity doesn't cost any more now than it cost a year and a half ago. But gasoline costs nearly twice as much, and may soon cost twice as much as it does now.

The Milburn gives greater economy, more value, smaller up-keep, greater durability, greater comfort, and greater beauty and convenience than any gas car, no matter how much it costs.

50,000 TRUCKS NEEDED. W. Owen Thomas, of Thomas & Thomas, consulting automobile engineers of Detroit, with two years of experience as chief of mechanical transport for the Canadian government, believes that the estimate of 50,000 motor trucks for the American army in Europe will be none too large.

The statements from Europe that 10 per cent of these trucks, or 5,000, will be laid up for repairs at all times, may be about correct, in the estimation of Mr. Thomas, who says that the

proportion of America's standardized trucks for repairs will be smaller than that of the allies without a doubt.

The 19 lines of trucks and 42 different models in use by the Allies made replacement difficult, and much of the troubles experienced in this way will be avoided by the Americans. Mr. Thomas will be remembered as the designer of the Owen Thomas car in the manufacture of which he interested several Janesville people, some years ago.

QUICK LUNCHEES FOR MOTORISTS

Out-of-Town Autoists Like Razook's Luncheons.

Since the start Razook's have enjoyed a rapidly increasing business in their luncheon department. The reason is not hard to find. The high grade service and excellent food served in an intelligent manner, amid pleasant surroundings have made their impression on people in this vicinity. Motorists find Razook's a very nice place to stop for a meal.

AUTO TIRES SOLD BY BICKNELL COMPANY

Three well known and popular lines of tires are sold by the Bicknell Manufacturing and Supply Company: Congress, Wear-Well and Extra-Ply. All are guaranteed and a complete stock of sizes are carried at all times. The office and shop of this firm is located at North Academy and Wall street and is operated by H. S. Bicknell.

How to Remove Cinders. A medicine dropper may be used with good effect in removing cinders from the eyelids by drawing them out by suction along with the fluids that have formed. A little pointed roll of soft paper also may prove useful.

Melting Carbon. Prof. Otto Lummer of Breslau succeeded in melting carbon by inclosing a large arc light, formed of two carbon rods, in a heavy glass container and exhausting the air. By using a powerful electric current he produced such a heat that drops formed at the tips of the carbons.

Smooth Work. That job is best done at which the bossing is least in evidence.—Albany Journal.

Deep Breathing. Air free if you put it in yourself.—Sign in Montclair (N. J.) garage.

Storage Battery Service

Bring in your storage batteries. They need attention now.

A completely equipped plant for re-charging batteries is operated here. Storage batteries repaired and rebuilt.

Our work always gives satisfaction and our charges are most reasonable.

F. A. ALBRECHT ELECTRIC SHOP

112 East Milwaukee St.

IN SHORT, THE TALE OF A GASOLINE PUMP

Under the spreading chestnut tree The village gas pump stands; It's painted red as red can be, With pretty golden bands.

And tourists purchase gasoline. And also oil in cans.

Week in, week out, from morn 'till night The cars will stop and blow; The owner then comes out and pumps With measured beat and slow;

But every gallon that he sells Is short—I'll have you know.

Thanks, thanks to thee, my crafty friend, For the lesson thou hast taught; An extra tank I've had put on, It saves time, cash and thought;

No more these stops at unknown pumps, No gas now to be bought.

—H. S. O., in New York Tribune.

SHELDON DISTRIBUTES DIAMOND TIRES

Local Firm Has Distributing Rights in Seven Counties on Famous Make of Tires.

It is quite a slice of territory that the Sheldon Hardware Company controls for the distribution of the Diamond tires, but they keep this territory well supplied and some of the mileage reports that have come in from various car owners are almost unheard of. The Diamond tires have the unequalled guarantee of the Sheldon Company.

The Sheldon Company also carry a full line of automobile accessories and motorists can find what they need in this stock.

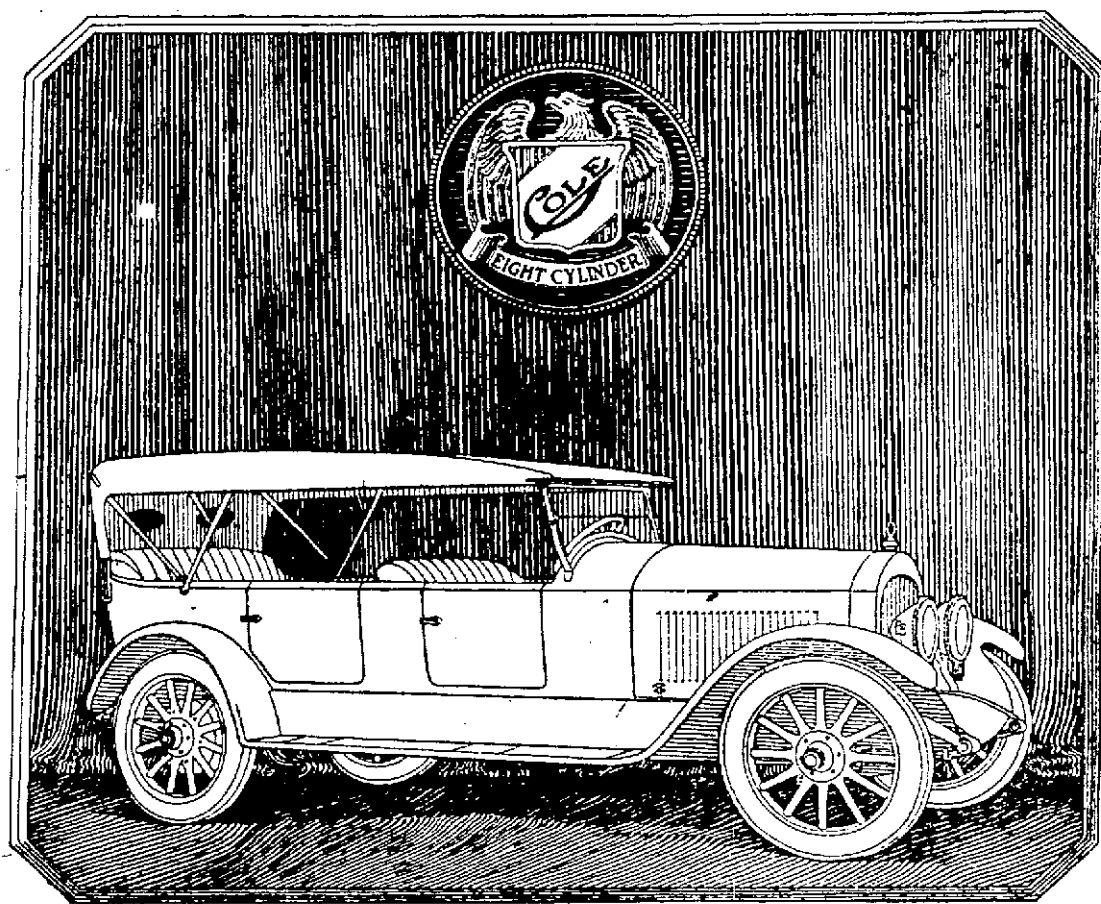
BABCOCK DISTRIBUTOR FOR GASOLINE AND OIL

For the past several years L. A. Babcock has been distributor in this territory for Red Crown gasoline and Polarine lubricating oil for automobiles.

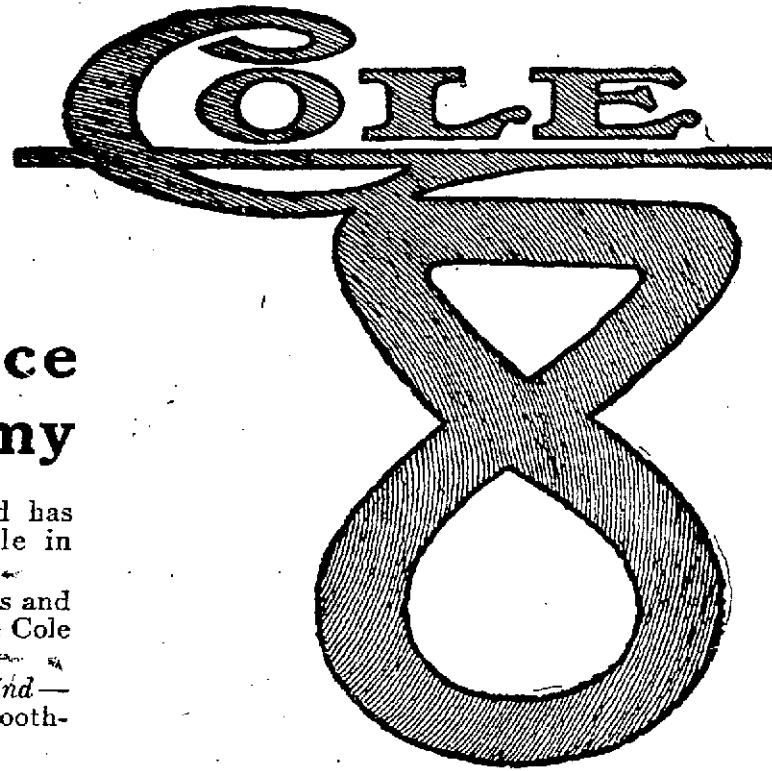
From a small start he has been successful in building up a trade which runs into many thousands of gallons per month.

Both of these products are absolutely uniform in quality and their performance can always be relied upon.

Different Things. The fast life was ever at odds with the life of fasting.—Philadelphia Ledger.



COLE EIGHT TOURSTER—SEVEN PASSENGER



Performance—and Economy

No other Eight yet produced has been able to approach the Cole in economy.

In actual miles per gallon of gas and oil—or in point of tire mileage the Cole Eight leads.

And no other car—of any kind—excels the Cole Eight in power, smoothness and consistent dependability.

It's a demon for work.

Let us show you by a demonstration just what the Cole Eight can do—how economical and easy it is to drive.

Phone us today. We are always at your service.

Cole Motor Car Company
Indianapolis, U. S. A.

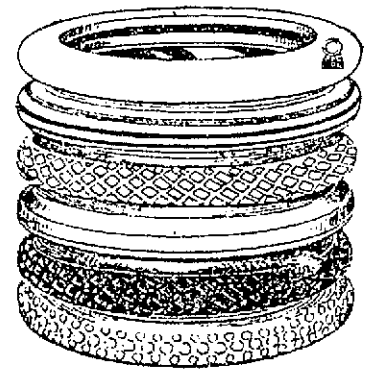
Prices
Seven Passenger Cole-Springfield Tourster - \$2295
Four Passenger Cole-Springfield Tourcoupe - \$2295
Cole Springfield Four-Door Tourster - \$2495
Seven Passenger Cole Eight Touring Car - \$1795
Four Passenger Cole Eight Roadster - \$1795

Prices f. o. b. Factory
Subject to change without notice

An Unusually Large Stock of Tires

Two Best Makes Selected to Offer to Our Trade

Racine Tires and Pennsylvania Vacuum Cup Tires



We highly recommend these tires to motorists, because of the high mileage they give—there are no better tires made no matter what the price.

RACINE TIRES

Guaranteed 5,000 miles.

PENNSYLVANIA VACUUM CUP TIRES,

Guaranteed, 6,000 miles

We make our own adjustments and can surely give you satisfaction.

When you want tires, be sure to look over this immense stock.

J. A. STRIMPLE AUTO CO.

W. T. Alderman, Mgr.
219 East Milwaukee Street.

J. A. STRIMPLE AUTO CO.

W. T. Alderman, Mgr.

210 East Milwaukee St.

YEAR'S ROAD WORK REVIEWED

Resume of Good Road Work in Rock County Accomplished During the Past Year

(By Chas. B. Moore)
The season of 1917 was a very successful one in Rock County for road work. Practically all road work planned for, being completed, and considerable work being discussed upon the 1918 allotments, for which we have a larger fund than ever before. There were built thirty-four miles of road, sixteen bridges and thirty-four culverts in 1917.

The construction season of 1918 faces new conditions due to the war and to the Trunk Line Highway Law. Everything in road work must be subordinated to these conditions. This does not imply that road work is of less importance than heretofore, but rather within proper spheres, of far greater importance, as having a direct bearing upon the war itself, because the war has largely reduced itself into a problem of transportation. The truth of which we all realize. A blow for Democracy receives its first impetus, when a farmer starts with his load of produce over a country road. With gathering force it is taken on the railroads to be transported across the continent, and is delivered to the ocean steamship, whence it takes its way to Europe, across the Atlantic, and finally provides the sinews for our boys in the trenches, whom we expect to strike the death blow to Autocracy.

As much as our railroads have been unequal to the full performance of its share of the task, to the extent of practically paralyzing our industries, and threatening disaster to our main roads. Therefore, it becomes necessary for our highways to supplement the transportation system to the greatest possible extent. Everything that can be handled over our highways by motor driven or horse drawn vehicles, will relieve the strain upon our railroads that much.

It will be our duty then, the coming season, to do our utmost to maintain the best highway condition in the best possible condition to take care of the tremendous traffic that will be thrust upon them, and to build or make passable the unimproved sections of these main roads. This also is in compliance with the state trunk highway law, which has placed the responsibility for proper maintenance upon the state highway commission.

Having due regard for labor required for other industries, every road project must be justified upon the grounds of present needs. Projects of less importance must be delayed. This will give ample opportunity for the reduced forces available for the work, and at the same time concentrate the work where most needed.

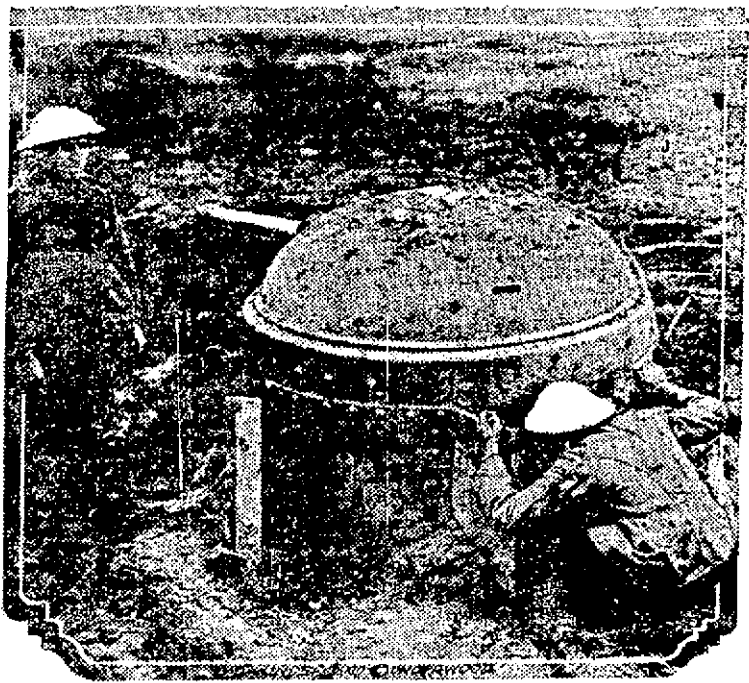
Personally, I am opposed to the construction of concrete roads in Rock County, until after the war, owing to the greater cost of labor. The Federal aid project between Beloit and Janesville will go in, however, if reasonable terms can be obtained, as \$400,000.00 of federal fund must be used in the state of Wisconsin this year, or be rendered unavailable.

Let us hope that this year will mark the end of the ruthlessness, and then we can follow the pursuits of peace in a normal way. Then it may be very opportune to build roads more extensively, by way of giving employment to our returning samurais.

Chas. B. Moore,
County Highway Commissioner.

Everybody reads the classified page

THESE TURRETS, GERMANS THINK, CAN STOP FORWARD MARCH OF TANKS



Anti-tank gun captured by Anzacs.

The Anzacs have captured one of the new contrivances used by the Germans in their efforts to hit upon something to combat the British tanks. They resemble a miniature blockhouse, are heavily armored and are equipped with one gun apiece. The gunners enter them on hands and knees through a door at the back. Tanks have swept over them as if they were tree stumps.

THE HIGHWAY TRAILER

(By Jessica North.)
Every town however small, should do its bit for the stars and stripes. Edgerton is justly and patriotically proud of the bit that is being done by the Highway Trailer Company. Much has been said about the use of trucks in modern warfare. Yet in spite of the fact that Uncle Sam has bought 40,000 trucks to help him over there, the amount of tonnage that must be carried is still too great for the power on hand.

But Uncle Sammy is a wise guy, and he knows a thing or two that is not in the text books. "If we were hauling freight on the railroads," said he, "would we buy a new engine for every load? Not so. We would hitch more cars behind the engine we had on hand." As a result of this principle, Uncle Sam began ordering trailers.

The trailer runs merrily along behind any sort of truck that the government sees fit to hitch it to. "Whether thou goest, will I go" is its motto, and a well-built trailer will follow its leader through the most difficult places. In order to do this a trailer must be built on lines as strong, but much less heavy than the truck it is to follow. The Edgerton people are making a specialty of these "heavy duty, high speed" trailers. They claim that their finished article is the only trailer that will not whip or jump the track at twenty miles an hour. The styles of trailers are many, according to the use to

which they must be put. Some are used for hauling derricks, bridge girders, and wrecking crews to the men of the engineer corps, who are busy at construction work along the French front. Others are loaded with aeroplanes, and one special trailer is fitted up with a complete aviation repair shop. When the aviator goes up to take bird's eye photos of the perilous country below him, he takes his whole studio off a Highway trailer and loads it into his sky-wagon.

But last and most fascinating of all, wherever the boys in khaki go, they take with them, a newspaper on a trailer, with a printing press, a linotype, a city editor, and all that goes to make up a real live print shop, not forgetting the swear words and tobacco juice. And from this home of genius, the Sammies send home their own news sheets.

Another claim that is made for the trailer, is its time-saving quality. When the big guns are being hauled to the front by trucks, a truck must stand idle for two thirds of its time, during loading and unloading. But two trailers enable a truck to spend all its time in travel. For while one trailer is being hauled to the front, the other is being loaded, in readiness for the trucks return.

The war department has not been slow in recognizing these advantages. Mr. Menhall and Mr. Clement of the Edgerton company, have been invited to demonstrate their products at Washington, as an example of a model trailer. They are at present filling their orders at the rate of ten three-ton trucks per day. They originate the patterns for the parts which are

made in Beloit, and shipped to Edgerton to be assembled. At the government has placed orders for— "Oh no! we mustn't tell the number." So big a number would never pass the censor.

TIPS FOR PROSPECTIVE PURCHASERS OF CARS

When a man sets out to buy a house he makes certain of the strength of the foundation, inspects it inside and out, and goes over it from every view, weighing each item. The same points should be covered in buying an automobile. Be just as careful and thorough. It pays, for the thoroughness helps to gain a good idea of automobile construction. Choose a car with the same care that you would employ in the making of a house. Ask for recommendations, for a statement that will help to identify him, to be able to judge his worth to you. His record is carefully investigated, his reliability is tested by the performance of duty. If he makes a bad impression at first he may never have another chance.

Your car should be selected with the same care. In the beginning, however, keep in mind that no single car is the only good one. No car is the best in the world. There are many makes of acknowledged reliability of the maker. Seek, hence you should judge a car by the acknowledged reliability and performance, one built by a company of good financial standing. Inquire of the extent of its equipment, of its reputation. Make up your mind to the fact that the motor car represents the ideals of the manufacturer and its worth will be in proportion to that ideal.

Soft Water for Radiators
The constant use of hard or dirty water for cooling purposes will result in the formation of scale. When this condition arises, to clean the radiator a good method is to dissolve a half-pound of lye in about five gallons of water.

Strain the liquid through a cloth and pour into the radiator. Run the motor a few minutes and then drain this cleaning mixture. Fill with clean water and run the motor again, and finally fill the cleaned cooling system with clear soft water.

Look Out for Your Tires
This is a time of year when drivers of automobiles are called upon to practice economy at every turn. "Keep out of the ruts on country roads," advises an automobile man, when driving over frozen roadbeds. Rubber wears its everything else, but the wear can be kept at a minimum by forethought. Stone bruises, corner skidding and rut driving are expensive, yet often can be avoided.

Motor Maid
There was a young maid of Detroit
Who at driving her car was adroit,
But her speed was too great,
And her turn came too late,
And so the young lady was hoit.
—Tiger.

Plenty of Experience.
Hokus—"So he's in the diplomatic service, eh? Well, he is eminently fitted for it." Pokus—"How so?" "He used to be stage manager for an amateur dramatic club."—Life.

Large assortment of attractive travel literature just received at Gazette Travel Bureau.

MOLINE MAKERS HAVE FAITH IN LOTS OF FIXIN'S

By A. E. Roessling,
(Janesville Moline-Knight Distributor.)

The builders of the Moline-Knight have believed for some time that automobiles should be sold completely equipped in every detail. They are now putting their belief into practice.

There was a time not long ago when the purchaser bought his automobile less top, glass front, demountable rims, etc. In other words, he made only part of his purchase when he bought his car.

In the "De Luxe" model brought out this season by the Moline company the car comes equipped ready for the road with nothing to add. It is equipped with wire wheels and an extra casing and tube. It has a top with plate glass windows, shock absorbers all around, seat covers, heater, special winter curtains, clock, cigar lighter, motorometer, bumper, and running board mats.

All parts are installed at the factory and are made especially for the car. Slipshod after-installations are thus avoided.

PUTTING RIM IN PLACE.

When a rim with tire is mounted on the wheel, it often happens that the rim cannot be moved into place, remaining partly on and partly off. Slight springing of the rim is all that is needed and this may be done by placing the head of a jack against the hub of the wheel, and the base of the jack on the protruding portion of the rim. Thus sprung a little, the hammer will slide the rim over the edge of the wheel. In cases of this kind, the operation of the jack will force the rim over the wheel.—"Sparks."

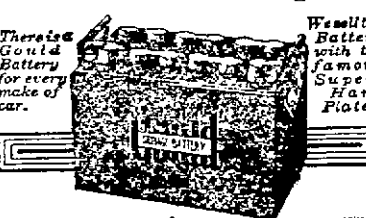
Don't Wait Until Your Battery "Lays Down"

and then look for the trouble. Our regular monthly battery inspection is a trouble-preventative that means dollars in your pocket later on.

We inspect your battery free of charge and tell you its exact condition. By taking advantage of this expert service the small troubles are corrected before they develop into big troubles.

There is no time like the present to begin—why not start today.

Janesville Contracting Co.



to embroider for my aunt. Clerk—We are out of patterns now. Won't something else do? How about a cigar case?

New Auto Cooling System.
A new cooling system for automobiles is regulated by the quantity of fuel used to operate an engine rather than by the engine's speed, its action being automatic.

Second hand slaves are in great demand just now. If you have one to sell, get rid of it through a classified ad.

\$1095

F. O. B. Chicago

5-Passenger Touring
4-Passenger Roadster



Elgin Six

"The Car of the Hour"

Doesn't Require an Expert

The good points of the Elgin Six instantly appeal to the man or woman without technical motor car knowledge. Just ride in an Elgin Six once, either touring car or roadster, and you will realize its power, speed and comfort—and the more you know about automobiles, the better you'll like the Elgin Six.

Every detail in its construction meets squarely and satisfactorily every demand you will make upon it.

The fashionable center cowl, combined with the true yacht line design, gives the Elgin Six a distinction that sets it apart from common cars. This double cowl and the "V" type radiator are found in no other car selling for less than \$1,250.

Elgin Engineers have perfected an improved rear spring suspension, found only in the Elgin Six, which reduces shock and vibration to a point not surpassed in any car at any price, and sets a new standard of motoring ease and comfort at high speeds.

The last barrier to the safe and easy handling of a motor car by women is removed by the special construction of the Elgin velvet-acting clutch, which enables the driver to start the Elgin Six on high gear, and does away to a large degree with the necessity of gear shifting under ordinary conditions.

Let us tell you about the new records made by the Elgin Six in cross-country touring and how it has stood crucial tests for reliability and economy of operation.

Elgin Motor Car Corporation, Chicago, U. S. A.

W. T. FLAHERTY

310 W. Milwaukee Street.

Bell phone 153. R. C. phone Red 497.

You Get Economical Power From KEROSENE With This Tractor

FAIR-MOR

The One For You To Buy

Because it is a compact, rugged, economical power unit that will help you increase grain production on your farm—and do it with less man power and fewer horses. It operates successfully on kerosene, has enclosed gears, single lever control, direct drive for belts work, and every other tested, proven, necessary tractor feature.

Buy It From Your Local Dealer

The FAIR-MOR is sold by your neighbor—the local Fairbanks-Morse dealer. He knows that it will be a good investment for you. Go in and talk it over with him. He believes in the tractor he sells and stands back of it—and back of his word as a further safeguard to your interests stands the well known guaranty of Fairbanks-Morse quality.

Clearing Land Digging Ditches
Hauling Crops Shelling Corn

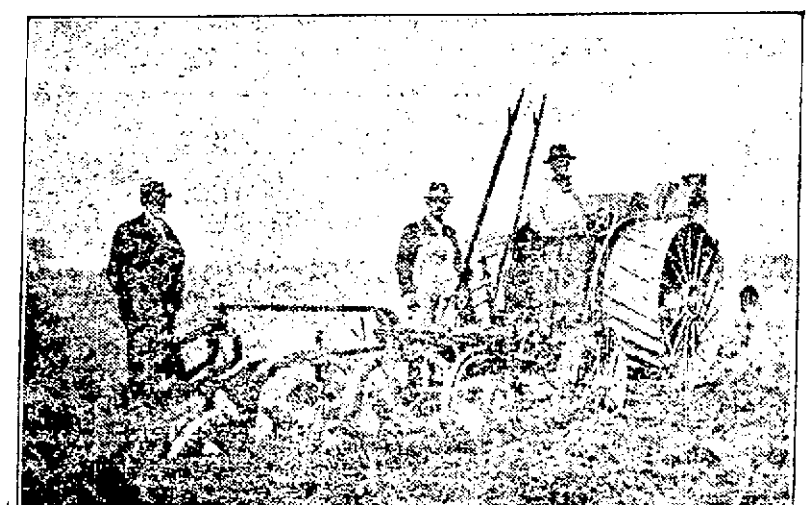
Plowing Preparing Seed Bed
Filling Silo Shredding

Grinding Feeds Dragging Roads
Husking Pulling Stumps
Threshing

Sawing Harvesting
Moving Buildings
Baling Hay Spraying, etc.

Fair-Mor Tractors Are Made In Janesville By the Townsend Manufacturing Co.

Fair-Mor Tractors Are Sold In Janesville By Fred B. Burton, Local Fairbanks-Morse Agent



Actual Demonstration of a Fair-Mor At Work.

Taken in April 1916—Janesville men operating the Tractor on a Rock County farm, who were satisfied with its performance. A great many more have been satisfied since.

OPERATES ON KEROSENE

The power plant consists of a two cylinder, moderate speed, four cycle, throttling governor engine that operates successfully on KEROSENE. It is not a makeshift—not built over—has no attachments—but is a real KEROSENE ENGINE. There is no gasoline tank on the engine. A constant fuel level is maintained in the carburetor by a small pump run by the engine—means a positive fuel supply. The engine starts easily and quickly on a bit of gasoline—automatically changes over to the regular kerosene supply for running. It has BUILT IN MAGNETO, which with a jump spark system gives quick spark for easy starting. The kerosene supply is carried in a strong steel tank located in the box section of the frame under the engine base. The extra large interchangeable bronze bearings are capable of carrying a full load continuously with a small amount of lubricating oil.

A GENERAL UTILITY TRACTOR

In plowing the FAIR-MOR runs on the ground—not in the furrow—the hitch for three plow gang being offset on furrow side. Here are a few more things it will do for you:

BIG CONCERNS FIND ONE MAN CAN DO WORK OF SEVERAL

Motor Car Equipment Enables Sales Managers to Cover Territories Thoroughly and at Same Time Release Men to Government.

It does not require more than a casual observation to discern that the automobile is beginning to step into the breach in a disarming way to fill the loss by conscription of trained salesmen and skilled mechanics. Its adaptability for conserving time and speeding up man power has already been utilized to great advantage in lines of business that require city solicitors or service men.

"I know of three firms who employ from ten to twenty men covering Detroit and suburban territory," said a Dodge Brothers official. "Most of these salesmen are within the draft age. These firms have already dispatched a large force of at least a third of their force and the possibility of having to take on untrained men by furnishing these older salesmen with passenger cars. These men have already demonstrated their ability to make six times as many calls and have practically tripled their orders at a much decreased cost by the use of passenger cars."

"I can cite another interesting instance where service men are utilized in the dual capacity of salesmen. A big phonograph house has the custom of sending a mechanic at certain intervals to a first instruments and forestall any possible service complaints. This firm developed the idea of having the mechanic suggest a list of trial orders on the new popular records. This plan worked out so successfully that it not only cut out service expense, but actually brought in a profit."

"In this case, the war brought about a decrease in the force which again was met by the use of automobiles. The manager reports to say that although he has had to dispense with half of his men, the automobile has already duplicated the firm's former profit on the investment."

GLEASON SHOP HAS GROWN

Oliver Gleason Builds Up Big Repair Business in Two Years' Time.

The present three space occupied by Oliver J. Gleason occupies 55x50 square feet, over the Kenmore garage on East Milwaukee street and has a capacity of 20 cars at one time. Mr. Gleason is well known to motorists generally, having been in Janesville for a number of years. His specialty is electric automobile system repair work and it is generally conceded that there are none better at this work than he.

A large stock room is maintained where spare parts and extras may be obtained; electric starters, brushes, magnets, parts, etc., are carried here eliminating long delays when parts are needed.

Here also is the local service station for the Rayfield carburizers as well as the local agency for the Owen fast seat for springs which eliminates all squeaks, makes riding easy, increases tire mileage and flexibility of springs. Five men are employed the year around and during the busy season as many as eight men are utilized.

VULCANIZING COMPANY DOES GOOD WORK

Local Company Makes Specialty of Tire Work and Guarantees Their Work in a Broad Way.

Located at No. 101 S. Main street, Robert Laiden, conducts the Janesville Vulcanizing company making a specialty of tire and tube repairing. Every bit of work turned out by this company is guaranteed. A rapidly growing business attests to the place Mr. Laiden's concern holds in the public confidence.

In addition to the tire and tube repairing a garage and body shop is operated where quick, expert work may be had when needed.

Too Much Confusion Now.
"Do you think women ought to smoke?" "I should say not. It's hard enough as it is to tell who's the man of the house."

What Keeps Boys at Home.
More boys would run away from home to escape the tyranny if they had free board, rooms and clothes to run to.—Fort Worth Star-Telegram.

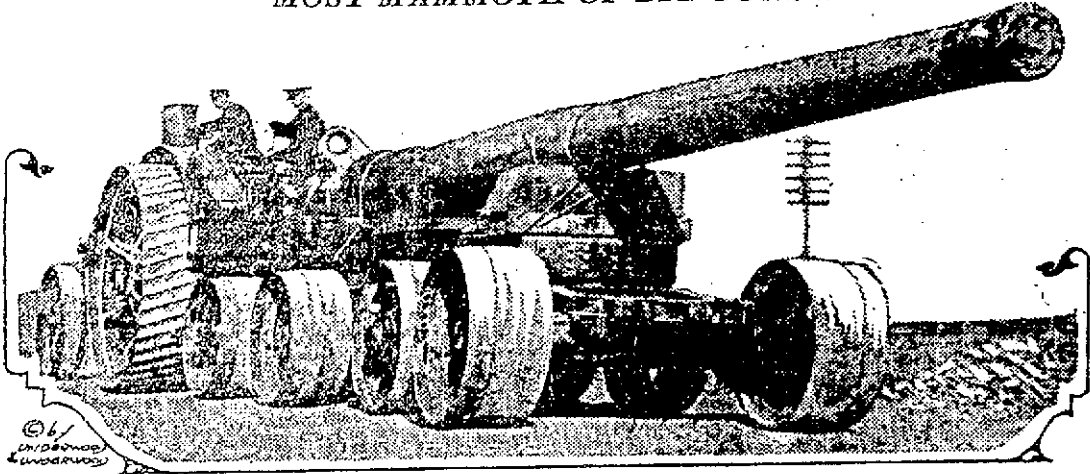
FAST RECORD GETS HIM A MAJOR JOB



Al Wickland.

Al Wickland, who starred in the outfield of the Indianapolis A. A. Indians last season and who has been grabbed by the Boston Braves, may not be the hardest hitter in the game but he is a marvel at the fielding end. Last season he made only two errors out of 117 chances for the year. Al has been up for a trial in the fast show before. The Reds bought him from Dayton in 1910.

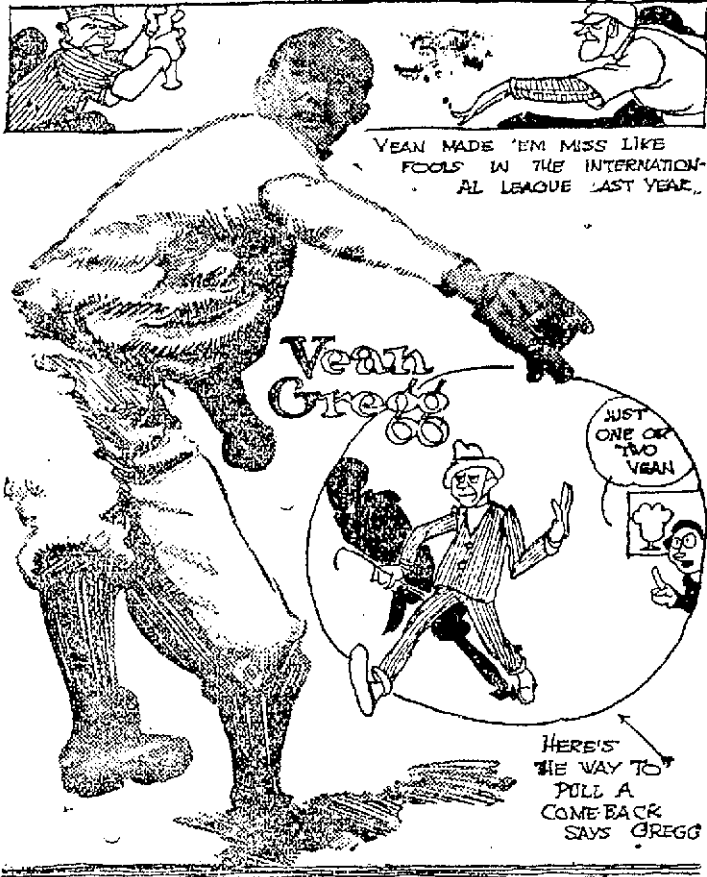
THIS "KILL JOY" OF GERMAN HOPES IS ONE OF MOST MAMMOTH OF BIG GUNS IN MODERN WAR



Tractor hauls British giant along road in Flanders.

It takes a tractor of almost unlimited power and two huge trailer trucks to transfer this giant of gun in use on the western front against the Germans, but the Tommies manage to take it along, following up the advances it makes possible. No gun of more power than this one and its type brothers has been used by any of the belligerents and it has been the surer "kill joy" of the Teuton hopes and ambitions. The "Busy Bertha" of the Hun long basked in the championship spotlight, but this British conception outstrips the Bertha. Shots from the monster wreak great havoc in the German lines and the physical damage done is no greater than the damage to morale, for the shots terrify the Fritz.

"GOOD BEHAVIOR BRINGS YOU BACK TO BIG SHOW," SAYS GREGG



Whether you know it or not, the most astonishing comeback in the minors last season was Vean Gregg, whose work in the International league was a thing of beauty and purest ray serene. Connie Mack has Vean all booked up for next season and believes that Vean is going to knock 'em dead once more in the American league. Gregg's rejuvenation was largely due to his disavowal of the bowl that foams and other such imprudent dalliance. "Anyone can come back if he will work hard and lay off the cup that queers," says Vean.

"STATE" ONLY A MEMORY

But for Four Years Franklin Took Rank With Its Sisters Under the Stars and Stripes.

Historically curious, but almost forgotten, is the fact that the state of Franklin existed in this country between 1784 and 1788. Many emigrants from North Carolina had crossed the mountains and settled in what is now known as East Tennessee. The territory belonged to North Carolina, but the state government had not been able to give it much attention. Owing to financial and other troubles North Carolina ceded the territory to the general government. The inhabitants did not relish the idea of thus being cast adrift so unceremoniously, so they organized a state and set up a government of their own. To their new commonwealth they gave the name "Franklin" after the Philadelphia philosopher. But congress declined to recognize the new state, and North Carolina raised strong objections. The latter withdrew the cession to the government, and undertook to resume control of the territory. A long quarrel ensued between the North Carolina state government and the citizens of "Franklin." The leader of the latter was "Governor" Sevier, while a Colonel Tipton represented the former. There was an immense amount of bickering and much confusion, but very little bloodshed. It finally ended in North Carolina resuming control of the territory, and "the state of Franklin" was known no more.

Words of Wisdom.

"A man should fence himself to voluntary labor and should not give up to indulgence and pleasure, as they begot no good constitution of body nor knowledge of the mind."—Socrates.

Another Auto Device.

An electric light that is switched on to illuminate an automobile step as the door is opened has been patented by an English inventor.

Ambitious.

Mrs. Microbe (on a \$10 bill)—Climb: ers! They actually started on a bad penny and have climbed to the fringe of real society.

New Flash-Lamp.

A practicable flash-lamp without a battery has been invented by utilizing a thin magneto-generator driven by a spring and clockwork.

Large assortment of attractive travel literature just received at Gazette Travel Bureau.

ELECTRIC COMPANY DOES AUTO WORK

Local Company Has Department to Look After Electrical Needs of Automobiles.

Realizing that the expansion of the automobile trade has created a large demand for skilled labor to take care of the electrical features of automobiles the Janesville Electric company conducts a department which specializes on this sort of work. Attention is given particularly to the starting, lighting and ignition systems of all makes of cars. Expert workmen are employed to do this work and motorists are assured of the best kind of a job.

In addition storage batteries will be rebuilt, repaired, sold and exchanged.

Read the Want Ads.

RAZOOK'S Autoists Headquarters

Motorists from nearby cities will find this a cozy place to rest and get a wholesome appetizing luncheon.

Our Luncheon Department is gaining in popularity every day. The best of home cooking, pleasant surroundings, seasonable foods cleanly and efficient service is appreciated by everyone and that is the reason why Razook's is the most popular place in Janesville.

RAZOOK'S
The House of Purity
30 S. Main St.
Both Phones.

Everybody reads the classified page

AJAX TIRES

Guaranteed
in writing
5000 MILES

WHEN you buy Ajax tires you get something more than fine rubber and fabric and the vulcanization of these two. You get the maker's steadfast determination for Quality. Ajax tires are guaranteed in writing for 5000 miles. Measured in miles, Ajax are better tires by 1500 miles.

"While others are claiming Quality we are guaranteeing it."

Sold by

W. T. FLAHERTY

310 W. Milwaukee St.
Bell Phone 158 R. C. Phone Red 497

An Efficient Individual.
Bacon—"They say Crimmonhead does everything well." Egbert—"How about his lying?" "That's the best thing he does."

She Might Try It.
"You're kinder to dumb animals than you are to me, your wife!" "Well, you try being dumb and see how kind I'll be."

Uncle Eben.
"Pretty much do only admiration some folks shows for de truth," said Uncle Eben. "Is braggin' 'bout George Washin't'n."



KISSEL TRUCKS

Unusual economy is marking the performance of Kissel Trucks in your line of business. Owners find that their Kissel Trucks are a big paying investment before they are run many months. In the vital truck essentials--axles, frames, brakes, motors--Kissel built-in quality predominates, a guarantee of dependable and economical performance.

FRED B. BURTON, Agent
111 N. Jackson St. Both Phones.



THE CAR OF POWER

THE WONDERFUL BUICK ENGINE is largely responsible for the remarkable success of the Buick automobile. There's no question about this. You know, any car can be beautifully painted, cleverly trimmed, perfectly advertised—but it takes more than these things to make a car a real Success. After all—the engine's the thing.

Every buick model is equipped with the famous

VALVE-IN-HEAD MOTOR

This engine is guaranteed to develop more power than any other type of automobile motor of equal size. This motor—it has been demonstrated thousands of times—not only gives you more power—but it saves you money in gasoline and oils.

BUICK IS THE CAR OF ENDURANCE

It is not a one-season automobile—you will find thousands of Buick owners driving their Buicks bought four and five years ago.

The Buick is built to stand the wear and tear of every road condition. Any Buick owner will tell you that his repair bills are practically nothing.

But don't imagine the Buick is a car of "all stock and no style." On the contrary all the niceties of automobile construction are found on the Buick. Every convenience is there. Nothing has been spared.

Nine Models Including Closed Cars \$795 to \$2,175

"When Better Automobiles are Built, Drummond Will Sell Them"

A VERY TRACTORS

Get an Avery catalog and investigate the Avery line or come in and we will be glad to explain it to you.

JAS. A. DRUMMOND
221-23 E. Milwaukee St. Both Phones.

SERVICE GARAGE HANDLES FAMOUS CARSRING TIRES

(By Claude Fredendall)

Carspring tires combine everything that is desirable in an automobile tire. They are not only made to sell, but to give uninterrupted and maximum service. The Carspring Anti-Skid tire is made especially for wet, slippery and snowy city streets and has proved to be the master of the situation at all times. Equipped with Carspring Anti-Skid you can safely make your way through mud, snow and slush, where others who have not had the good fortune to know of this unusually efficient type of Anti-Skid, are frequently stalled; with Carsprings the grip is always there.

The Carspring agency is located at the Service Garage, 415 West Milwaukee street.

AUTOMOBILE TO REPLACE RAILROADS' SHORT HAUL BUSINESS, PREDICTION.

Whenever the railroads fail the motor car takes up the burden. With far more business to be done than ever before, and speed more than ever essential, the railroads find that they cannot speed up enough to carry all the loads. In consequence the motor truck is being pressed into service. For short-haul business they have proved themselves particularly efficient. It is uneconomical to load goods aboard a truck, haul them to the railroad station, unload and wheel them onto a car, wheel them off the car into a shed, wheel them

to a wagon, load the wagon, haul the goods to their destination and unload. How much better to drive them straight to their destination on the first truck, where the distance is under two or three hundred miles and the roads are possible.

Such is Uncle Sam's attitude and he has installed a highway transportation committee to further transportation by motor truck. It is hoped that the majority of the short-haul business—everything up to 200 miles—may be handled in this way. This committee will also co-operate with state and national road commissions in building and maintaining roads. Here is a movement which every motorist should further.—Milestones.

Luck's Proper Definition.

"Luck," said Uncle Eben, "is what you talk about when somebody else works hard and gets what you was tryin' to grab offhand."

First Class Automobile Service Station

We Specialize in all Electrical Work.

We Use the AMBU TROUBLE SHOOTER

The machine that enables us to locate starting and lighting trouble easily and thereby saves you money.

We employ only efficient mechanics who are skilled in all kinds of auto repairing, thereby insuring your satisfaction.

The development of the CHILLED RUBBER PROCESS establishes a new and higher standard in the manufacturing of pneumatic tires and tubes. Every ounce of rubber and fabric is thoroughly impregnated with the secret preparation and the processing under our system of vulcanization, adds immeasurably to the life of GILLETTE SAFETY TIRES.

A Short Cut to Greater Mileage

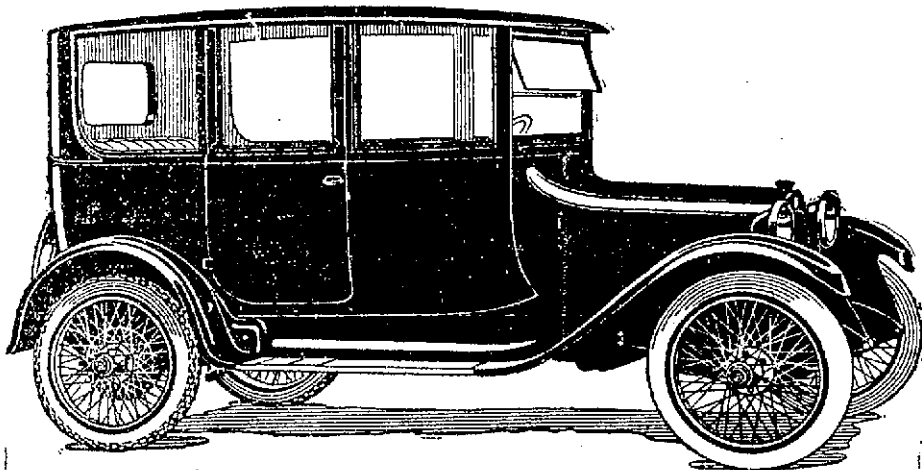
C. W. RICHARDS

57 Park St. Opp. Gossard Factory. Phones—R. C. 1118. Bell 187

DODGE BROTHERS CLOSED CARS

A Rare Combination of Social Correctness and Practical Utility

The gasoline consumption is unusually low. Tire mileage is unusually high.



Sedan and Coupe - - - - - \$1350
Touring Car or Roaster - - - - - \$ 885

F. O. B. DETROIT

JANESVILLE AUTOMOBILE COMPANY

11 SOUTH BLUFF STREET

Imperial Oils and Gasoline Means Big Mileage

Isn't that what you want Mr. Motorist?

It means dollars in your pocket at the end of a season to have used Imperial Oils and Gasoline, because the amount of mileage is unusually large.

Hundreds and thousands of motorists in this vicinity will have no other for use in their cars.

Do not pay for experience, but get results for the money you expend. Ask any motorist who has used Imperial Oil or Gas.

There is no question but what Imperial gives more miles per gallon and is therefore the cheapest in the end.

W. M. LAWTON

Distributor

103 N. Main St.

Both Phones

A GIANT INDUSTRY

Figures Show Steady and Rapid Growth of Automobile and Parts Industries in America.

	1915.	1916.	1917.
Motor vehicles produced.....	\$22,613	1,617,703	1,776,958
Passenger cars produced.....	\$42,249	1,625,673	1,796,640
Commercial cars produced.....	50,369	92,120	181,343
Average price of passenger cars.....	\$672	\$605	\$720
Exports.....			
Vehicles exported (12 mos. ending 30)	37,878	77,496	80,811
Value of vehicles exported.....	\$30,284,635	\$37,464,381	\$90,968,343
Haulage.....			
Truck haulage cost on basis of 15 cents per ton mile.....			\$1,080,000,000
Tons of freight hauled by trucks (estimate).....			1,200,000,000
Accessories.....			
Capital invested by makers.....			\$338,000,000
Automobile tires manufactured.....			15,000,000
Value of tires.....			\$450,000,000

AJAX DESIGNS NEW

TIRE--AJAX ROAD KING

Scientific Construction Greatly Increases Tire Mileage.

W. T. Flaherty, exclusive local dealer in Ajax tires, announces that the Ajax Rubber Company, after several years of testing, have placed on the market a new tire, known as the Ajax Road King.

A common defect of the majority of tires is that the side walls break down. Ajax "Shoulders of Strength," a special patented feature, absolutely

overcome this trouble. The supporting shoulders strengthen each side of the tread, giving more strength where strength is needed. This is the biggest selling feature in the whole tire field today. It is a feature which the purchaser can actually see and feel himself.

Ajax "Shoulders of Strength" mean more tread on the road, consequently a longer tire life. The protruding shoulders insure a strong, firm, certain grip, and driving on slippery pavement can be done with safety. Driving in ruts will not wear out this tire, due to the extra thickness of the side walls.

The Ajax Road King carries a written guarantee of 5000 miles service, and sells at the same price as most tires which are guaranteed for 3500 miles. This in itself means a saving

WHISKERS WILL BE SEEN AFTER THE WAR ON ALMOST EVERY HAND



It is agreed in Europe that after the war whiskers will come in again. Or rather they will come out again. Wars always bring on a whisker era. The men in the trenches grow beards and bring them home with them and thus the idea is spread. Whiskers of every design and model are becoming more popular in Europe now and they soon will in America. If you can't grow whiskers on your own face you can have them grown elsewhere and transplanted. Beardless youths will be doing this. Wait and see.

or 40 per cent to the purchaser.

Mr. Flaherty already has many satisfied users of Ajax tires, and is certain that the Road King will double them. Another thing which brings Mr. Flaherty many customers is his free service. He is ready at any time to advise a car owner how to increase tire mileage by proper inflation and care of tread cuts, how to avoid scraped treads, rim cutting and premature tread wear, how to use chains, how to make inner tubes last longer and what to do in case of fabric breaks. His vulcanizing work is guaranteed for the life of the tire.

Everybody reads the Want Ads.

Where to Save.

It is difficult to be sure that any use of an automobile is entirely needless, because rest and relaxation are essential to the human machine. We must conserve our man power and keep our business executives, particularly, moving at top efficiency. But there can be no question that motors running idle, leaky and poorly adjusted carburetors, the use of gasoline for washing, and other leakages, are pure loss to all concerned. This is certainly the first saving to be effected, and in it every motorist can and should have a part.—Milestones.

RED CROWN GASOLINE —and— POLARINE

insures maximum power and mileage in any kind of weather, in any type or make of car.

Millions of dollars invested in plants and improved equipment by the manufacturers of these products plus experience makes it possible to produce the utmost in gasoline quality and motor car lubrication.

Motorists Can Secure Red Crown or Polarine at the Following Filling Stations:

415 North Bluff St.

Corner Western and Center Aves.

Absolute uniformity, which means so much to the average motorist, are always obtainable in these products.

L. A. BABCOCK

415 N. Bluff St.

Both Phones.

AUTO OWNERS, ATTENTION!

First Class Tire and Tube Repairing.

We guarantee every piece of work that leaves our shop in a manner that permits no doubt as to the genuineness of the guarantee. HIGH GRADE ACCESSORIES of all kinds. We select the best quality and will have no other.

WE SELL SAVAGE TIRES

And Goodrich Tires. Good bargains in Seconds.

GARAGE AND REPAIR SHOP in connection. Bring your car here for quick expert work when it needs repairs.

Prices always reasonable.

Janesville Vulcanizing Co.,

G. F. LUDDEN, Prop.

103 N. Main St.

Both phones.

JANESVILLE'S ENTERPRISING SHOPS

Every bone out of line weakens your spine and causes disease.

My method opens nature's channel by bringing the bones of the spine into line. Nature then makes and keeps you well.

Alice G. Devine,
CHIROPRACTOR
305 Jackman Bldg., Janesville.

Glasgow Tailors

Suit or Overcoat **\$15**

Made to order. Why pay more?

'Jack, the Tailor'
319 West Milwaukee Street.

USE
Austin's

Dairy Milk



Phones: Bell 2215 R. C. 1354.

Stupp's Cash Market
(Square Deal)



Have You Got the "Gimmies"
210 Milwaukee St.

L. C. HELLER

All kinds of castings welded by

ONY-ACETYLENE WELDING

Aluminum Work a Specialty.
65 S. River St.

CONGRESS TIRES

Guaranteed 3500 miles.
Bicknell Mfg. & Supply Co.
22-24 N. Academy Street
Janesville Wis.
Both Phones.



**A Place To Eat,
A Place To Rest,
A Place To Chat with Friends.**

Razook's
House of Purity.

Imperial Gasoline
for any and every automobile.



The best is always the cheapest.
W. M. LAWTON
103 N. Main St.

Bower City's Best BUILDER



E. E. VanPool
17 N. River St.
Both Phones.
Janesville, Wis.



Wrist Watches FOR MOTORISTS.
A reliable timekeeper at a reasonable price.

GEO. E. FATZINGER
Jeweler
9 So. Franklin St.

BOWER CITY MACHINE COMPANY HAS ENJOYED RAPID GROWTH

Organization started in small way by St. Clair & Greutzmacher now in most flourishing condition—trip through plant most interesting.

In April, 1910, W. C. St. Clair and W. C. Greutzmacher, owners of the Bower City Machine Co., landed in Janesville, St. Clair coming from Lansing, Mich., and Greutzmacher from Fond du Lac, Wis. They entered the employ of a then flourishing manufacturing business of the city.

Their connections with this concern terminated on Jan. 1, 1914, which left them without anything definite for the future and after four years' residence here and having a warm feeling for Janesville, her people and the friends they had made, they decided to leave the city.

They were thoroughly convinced that Janesville was the place in which they wanted to make their future home. They had traveled over and found nothing better than Janesville and surrounding country.

After having made several inquiries in regard to possibilities of entering into business they decided to follow along the lines of their training as machinist and mechanical engineering.

Mr. St. Clair had been employed as a machinist in different capacities in many different lines such as automobile, auto truck, railroad, gas engine, lumber plants and agriculture plants.

Mr. Greutzmacher has been employed as assistant engineer in the engineering department of the Soo Line at Fond du Lac, Wis. This they believed should make a combination that would work out in the machine business, so decided to make the start. The machine tools, equipment and places of business were all arranged for before a firm name was decided upon. The Bower City Machine Co. looked good to them after having considered several other names and was decided on Feb. 1, 1914. The Bower City Machine Co. opened up for business at the corner of Wall and Franklin streets, prepared to do all kinds of machine and job work.

Their work room is one of the best lighted and best ventilated in the city and is sanitary in every way. It has a floor space of about 3600 square feet. One part is partitioned off for the machine room, and the larger space is for floor and bench work.

Upon going into the place one may find mechanics working on trucks or autos on the floor, or assembling small machines or tools

at the bench and in the machine room you will find machinists making axles for automobiles or trucks, or reborring cylinders from an auto or truck engine that has become out of true from wear, and making new pistons and rings for them, making connecting rod bearings, bushings and piston pins.

In fact, they are called upon to produce most any part of an automobile on short notice. They have produced a number of special machines for the Parker Pen Co. and other concerns. They have manufactured a number of sample pumps for Mr. Jno. Marty of Footville, the patentee of Marty's Siphon Water System, which promises to grow into a flourishing business in a short time, because it is a mighty fine proposition for the farmer and people who live in a small town, that has no water system. It is a wonderful labor saver and the cost is small. It can be put to more uses than any other machine on the place. Such as pumping water for the home, the barn, and threshing outfits, spraying fruit trees, spraying for weeds, etc., on the farm that needs spraying; will run a milking machine, vacuum cleaner in the home, or furnish air for the tires of an auto.

They have several first class machine tools such as lathes, shaper, milling machine, drill presses, grinders, etc., and have means for who are very capable of operating them to turn out close and accurate work.

They are always ready to figure on any class of work their equipment will handle. Those having work to do in their line will make no mistake in giving them a chance to figure with them.

The motor truck business in 1914 was just beginning to come into its own and having had considerable experience along the lines of motor truck construction and manufacture, and giving the subject much thought, the company realized that the future of the business was very bright. Therefore the question of taking on a good truck to sell was considered. The country was full of so-called good trucks at that time, but they were skeptical and had to be shown. The result was they decided upon a well known Wisconsin product, and have placed a good number in operation in Janesville and vicinity.

These trucks have proven a wonderful success in every way. The Bower City Machine Co. claim to be the pioneers of the motor truck business in Janesville and have followed it closely from year to year.

The demand for motor truck haulage this year is going to be greater than ever before. They

are prepared to meet this demand with one of the best lines of trucks (Sterlings) built in the country.

The Sterling of today is the result of ten years' effort in the Sterling organization to produce the best truck on the market. The wonderful performance of Sterlings has proven that their efforts have not been in vain.

Therefore, if you are contemplating the purchase of a motor truck do not fail to call upon the Bower City Machine Co. and get some facts. They will be glad to show you the truck in every stage of construction at the factory in Milwaukee, and after having seen you will be convinced that you cannot do better than to buy a Sterling.

Sterling is one of the most essential or interesting subjects in connection with the automobile or motor truck business from the viewpoint of the purchaser, and it is the aim of every good dealer to give his customer the best service possible.

The Bower City Machine Co. have one of the best equipped sections of the country to guarantee service to their customers, but there was one thing lacking. That was a good first-class truck tire. Of every good dealer to give his customer the best service possible.

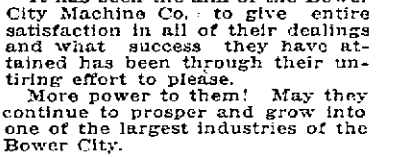
Goodyear tires were decided upon as best in the market for all purposes and contract was entered into with the Goodyear Tire and Rubber Co. to distribute their truck tires in Rock, Green, Jefferson and Walworth counties. This necessitated the installation of a large hydraulic press of one hundred and fifty ton capacity to press on the famous S. V. Goodyear solid tires. One who has often wondered how solid tires are put on the wheel without bolts and side flanges, would be much interested to see the large press in operation. It may interest some to know that the Bower City Machine Co. have records of all S. V. tires applied by them up to date and none have given less than 19,000 miles and some as high as 25,000 miles service, which speaks well for the Goodyear S. V.

S. J. hand attachable, S. O. S. K. and S. T. cushion demountable are other types of Goodyear tires handled by them.

It has been the aim of the Bower City Machine Co. to give entire satisfaction in all of their dealings and what success they have attained has been through their untiring effort to please.

More power to them! May they continue to prosper and grow into one of the largest industries of the Bower City.

SAVAGE AND GOODRICH TIRES VULCANIZING A SPECIALTY
JANESVILLE
VULCANIZING CO.
G. F. LUDDEN, Prop.
103 N. Main St.

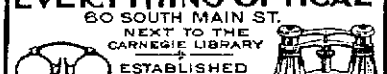


A Special Offer For The Week.

Regardless of the very high cost of cotton we offer a number of mattresses at prices below the average. These mattresses are slightly soiled and the price is often from 50% to 75% off. They are giving you an opportunity to save money. Come in and look them over.

FRANK D. KIMBALL

THE OPTICAL SHOP
EVERYTHING OPTICAL
50 SOUTH MAIN ST.
NEXT TO THE
CARNegie LIBRARY
ESTABLISHED
1895
WE FIT THE EYES ACCURATELY
JANESVILLE, WIS.



AUTOMOBILE RADIATOR REPAIRING



We do expert work and our charges are most reasonable.

E. H. Pelton
17 Court Street.
Both Phones.

TAKE NOTICE

When I asked for the Elgin Six Agency it was because my long experience brought me to the conclusion. For, after all, the car owner desires two things (besides beauty of line)—economy and service, and these the sturdy Elgin construction can be depended on to give.

W. T. FLAHERTY,
310 W. Milwaukee St.

W. F. BROWN'S

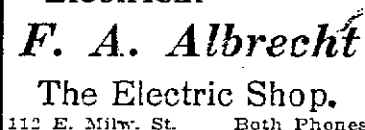
A Complete Exclusive Specialty Shop for Women and Misses

35 S. Main Street, Janesville, Wis.

NEW SPRING SKIRTS

We are now showing a great variety of new skirts in both silk and wool materials. They come in stripes, plaids and plain materials. Prices range from \$5.75 and up to \$12.75.

See **Albrecht** For Anything and Everything Electrical
F. A. Albrecht
The Electric Shop.
112 E. Milw. St. Both Phones.

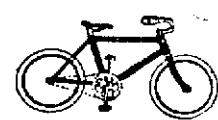


MOTORIZED ALL YOUR FARM WORK NOW

with an Avery Tractor and Avery Motor Cultivator. This year more than ever we are going to experience a great shortage of farm help. Horse feed is scarce and will be even higher in price. An Avery Tractor and Cultivator will solve your problem. They are fully described in the new 1918 Avery catalog. Come in and get one. We will have a car-load of Avery's by Mar. 15 on display. Don't fail to see them.

JAS. A. DRUMMOND
Avery Dealer.
221-223 E. Milwaukee

When you think of bicycles think of Ballentine



We have a fine stock of new bicycles of the most popular makes. We do all kinds of expert repairing.

WM. BALLENTINE
122 Corn Exchange.

Savings Bank Store

EDW. P. DILLON 26 S. 10th St.

As we are out of the high rent district we can sell you better shoes and clothing for less money. We have a special clean up price on all our rubber bottom and leather top boots, one and four buckle overshoes, felt shoes and all other winter goods.

Men's very best fleeced lined drawers and shirts 55c values at 65c each. Clean up price on men's mackinaws your choice of \$8.50 all wool mackinaws at \$5.15.

Service Garage

416 W. Milwaukee St.

Rock Co., Black 2251; Bell, 735

We Operate

A First Class

AUTOMOBILE

REPAIR SHOP

All our work absolutely guaranteed.

CARS SPRING TIRES

Guaranteed 5,000 miles.

Read our ad in this edition.

CLAUDE FREDENDALL

Prop.

Extend Your Trade Over A Wider Field

WHEN you see the wood inlaid frame, watch the pull of the low speed motor, examine the constant mesh transmission and study the detail of construction, you too will be enthusiastic about it.

The Sterling Truck

Are You Prepared For Your Long Distance Hauling?

The Sterling will solve the problem for you and will do it in such an economical way that there will be no doubt left in your mind that a motor truck is an investment worth while.

Sterlings are being used in all lines of business where heavy duty trucks are required, and are delivering the goods for satisfied customers.

Do not fail to investigate the Sterling if haulage problems are bothering you. Call on us and let us show you.

BOWER CITY MACHINE CO.

211 E. Milwaukee St., Janesville. Bell Phone 2, 4
Distributors for Rock, Green, Jefferson and Walworth Counties.

Sterling TRUCKS

Are Made in 2½, 3½, 5 and 7 Ton Sizes

